

FLORIDA HIGHWAYS

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No. 3



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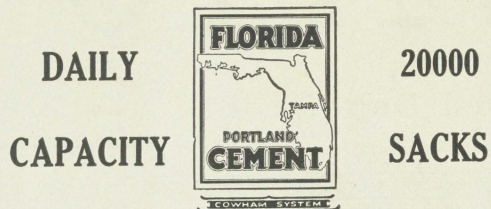
March, 1930

IN THIS ISSUE—FINAL BUDGET FOR 1930

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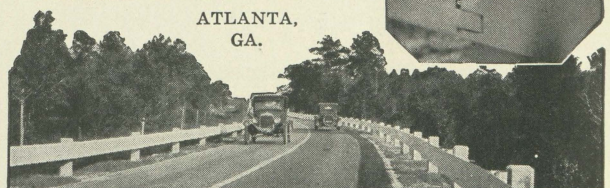
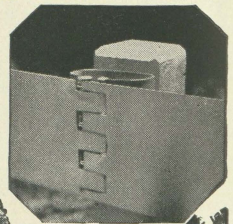
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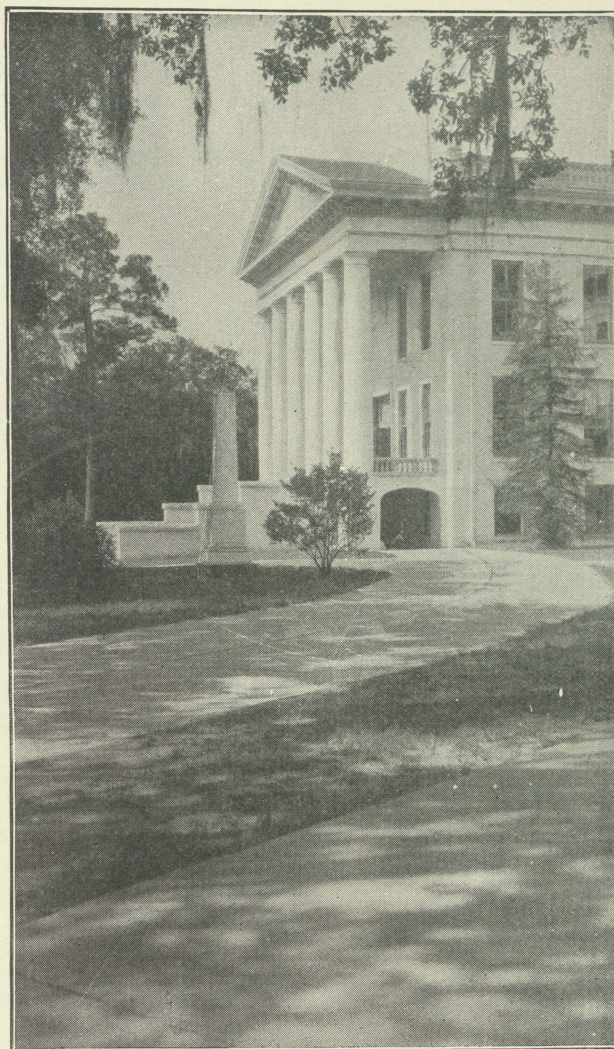
NATIONAL TRAFFIC GUARD CO.

ATLANTA,
GA.



F L O R I D A

Vol. VII
No. 3



H I G H W A Y S

MARCH
1930

Transactions of Meeting of State Road Department Held in Jacksonville, February 25-26, 1930

PURSUANT to due and legal notice, a meeting of the State Road Department was held at Jacksonville on February 25-26, with all members present as follows: Robert W. Bentley, chairman; William A. Shands, Gordon D. Perkins, Ernest R. Graham and Mallie Martin. B. M. Duncan, State Highway Engineer; B. A. Meginniss, attorney for the Department; F. W. Berry, Jr., Office Engineer; Karl Roesch, Secretary, and H. J. Morrison, Highway Engineer for the United States Bureau of Public Roads, were also in attendance.

REPORT OF CHAIRMAN

The Chairman submitted a report of his acts and doings since the last regular meeting, which said report is as follows, to-wit:

Gentlemen of the Board:

Since our last meeting, acting under instructions

from the Board, the Chairman and the Highway Engineer have made a survey of a number of roads which were submitted for maintenance. A full report will be submitted to you at this meeting from Mr. Duncan and myself, with our recommendations.

The Engineer and the Chairman also visited Starke, as instructed by the Board, to smooth over the disputes growing out of our right of way requirements for the proposed road from Starke to the State Prison Farm. I believe the problem has been worked out to the satisfaction of all parties concerned.

Since our meeting county monies have been turned over to the Department for aid in constructing roads as follows:

\$30,000 from Gilchrist county, to be used in grading Road No. 77.

\$45,000 from Gilchrist county, to be used in surfacing Road No. 14.

\$79,270.60 from Columbia county to be used in surfacing Road No. 28.

These monies have been deposited in banks, from which we have secured good collateral to the full amount of such deposits.

The Seaboard Air Line Railway has granted easement to certain lands along Road No. 2, Plymouth to Orlando, which clears up right of way trouble on that Federal Aid project. Also, the Department is, I am hopeful, about to make necessary agreement with the Federal Bureau which will allow us soon to formally award contract on this project, conditional contract on which the Department awarded to Manly Construction Company.

Other projects on which the Department at its recent meeting made conditional awards subject to clearance by the Federal Bureau have since been favorably passed upon by the bureau and formal contract entered into.

Acting for the Department, the Chairman recently had instituted a suit in the courts of Franklin county to compel payment by the American Exchange Bank of Apalachicola and Apalachicola State Bank of \$6,496.83 belonging to the Department. The history of this matter is that Bay county deposited in the American Exchange Bank of Apalachicola to the credit of the Department several years ago monies to be used in construction of certain roads and bridges, the bank engaging to pay 2 per cent on daily balances. The bank, when asked for final settlement demurred to paying the interest, then promised to do so, but before making a settlement was merged with the Apalachicola State Bank. The latter bank has refused to admit liability for the interest, hence the suit to enforce payment. The total sum involved is \$6,496.83, of which \$3,500 is principal and \$2,996.83 is interest.

Recently the Department instituted a new plan of buying supplies. We are advertising each month for our general requirements for the following month and have a regular "buying day," at which all bids are received and opened and awards made. The board of buyers is made up of the Chairman, Highway Engineer, Auditor and the Board's Secretary. The plan is proving satisfactory. A list of purchases made since the last meeting of the Department will be submitted at this session for your approval.

Sincerely yours,

ROBERT W. BENTLEY, Chairman.

AWARD OF CONTRACT

Project 698—Road 19—Leon County

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

WHEREAS, This Department, pursuant to due advertisement, on February 20th, 1930, received bids for the construction of a concrete road on that portion of State Road 19 between Tallahassee and the Jefferson county line, known as Project 698, which bids, together with the bidders thereon and the amounts of their several bids, are as follows:

Noonan Construction Co., Pensacola, Fla.	\$275,651.46
R. G. Lassiter & Co., Jacksonville, Fla.	257,893.48
Morgan-Hill Paving Co., Miami, Fla.	258,946.24
H. E. Wolfe Constr. Co., St. Augustine, Fla.	250,156.87
J. B. McCrary Eng. Corp., Atlanta, Ga.	261,035.91

and

WHEREAS, H. E. Wolfe Construction Company, of St. Augustine, was and is hereby declared to be the lowest responsible bidder therefor,

NOW, THEREFORE, BE IT RESOLVED: That contract for the construction of said project be awarded to said H. E. Wolfe Construction Company for the construction of a concrete road at and for its bid of \$250,156.87.

BE IT FURTHER RESOLVED, That the Chairman and Secretary be and they are hereby authorized to execute contract in pursuance with this resolution.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the Department do use Resiliflex Guard Rail on Project 698, Road 19, Leon county, at the bid price of \$0.55 per lineal foot.

On the adoption of the foregoing resolution, Mr. Martin voted "no."

BUDGET HEARING

The Chairman announced that the primary purpose of this meeting was to hear complaints and suggestions from the public as to the Department's proposed budget of maintenance and construction work for the year 1930, as required by law, to-wit: Section 1 of Chapter 9312, Acts of 1923. Thereupon, the roll of counties of Florida was called and an opportunity given the public to present complaints and suggestions.

Baker County

Mr. Walter Dopson, of Macclenny, county attorney of Baker county, stated that his county had secured deeds for all the necessary right of way, and that all fencing and buildings save one have been removed from such right of way; and that the deeds will be turned over to the Department this week.

The road to which Mr. Dopson referred is State Road No. 49, from Macclenny to the Union county line.

Senator A. D. Andrews, of Raiford, likewise urged the construction of State Road 49 during the present year. He also requested the Department to give consideration to the construction of Road 147 during the year 1930.

Bay County

A delegation from Bay county, consisting of Judge Ira Hutchinson, H. P. Edwards, W. I. Brink, W. L. Wilson, N. B. Pregelser and W. C. Sherman, requested the Department to let a contract at the earliest possible date for the completion of State Road 20, so that the road may be available during the summer tourist season. Mr. W. L. Wilson of this delegation urged the Department to speed during this year the construction of Roads 15, 53 and 115.

Brevard County

Mr. Albert Vorkeller, of Brevard county, asked the Department to let a contract for the construction of Crane's Creek bridge on Road 4 at the earliest possible date. He was informed that this contract will doubtless be let within three to four months.

Broward County

Senator A. H. Wagg of West Palm Beach headed a delegation from Broward county and the Fourth Congressional District and addressed the Department on the subject of allocation of State road funds to the several congressional districts. During the course of his remarks, Senator Wagg made request



Bituminous Macadam, State Project No. 570, Road No. 5.

that the following roads be taken over for maintenance: State Road 25, in Palm Beach county, the road now serving as State Road 4 in Broward county during the construction of the new Road 4, Road 14 in St. Johns county and the road serving the tomato district in Dade county.

Duval County

The following delegation of citizens of Duval county appeared before the Department: T. C. Imeson, H. J. Redavats, P. S. Kelly, A. T. Brown, J. E. Mathews, F. M. Edwards, Harry Cummings, R. W. Cushman, R. W. Gamble, J. T. Daniels, St. Elmo W. Acosta, Mrs. W. S. Jennings, Jos. C. Stehlin, Lacey Mahon, Geo. L. Lloyd and Judge H. B. Philips.

Messrs. Redavats and Imeson presented the following requests: That State Road 3 from Trout river to the municipal airport be widened and that the State proceed as expeditiously as possible with the construction of Road 78.

Mrs. W. S. Jennings and her delegation requested the widening of the San Jose Boulevard from the city limits of South Jacksonville five miles south.

Judge H. B. Philips, former Chairman of the Department, urged that the program already adopted be adhered to and that the Department construct State Road 4 between South Jacksonville and Bayard on the east side of the Florida East Coast Railway.

Santa Rosa County

Messrs. F. W. Marsh, A. B. Dooley, R. G. Patterson and O. H. L. Wernicke of Pensacola, William L. Wilson of Panama City, C. H. Overman of Milton and W. H. Edwards of Jacksonville requested the Depart-

ment to accept \$100,000.00 of Santa Rosa County funds and construct State Road 53 in said county, declaring that unless there is some assurance that the road will be constructed, work on the bridge across Escambia Bay will stop.

Hendry and Lee Counties

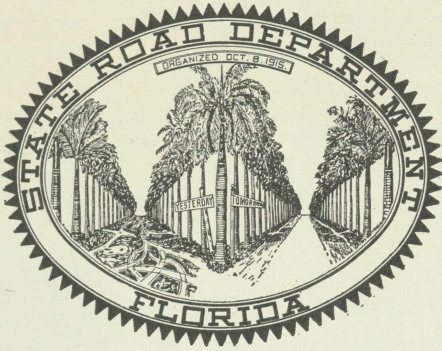
The following comprised a delegation appearing before the Department on behalf of Hendry and Lee Counties: F. Deane Duff, R. Y. Patterson, L. A. Morgan, Jr., Jim Beardsley and G. R. Heard of Clewiston, Hurd L. Reeves, Jim Taylor, H. A. Rider, E. L. Rogers, C. R. Christy and W. L. Murry of LaBelle, Jim C. Clements, J. D. Lynn, Roy D. Stubbs, Geo. W. Whitehurst and Harry Stringfellow of Fort Myers, Ed. Nielson of West Palm Beach, W. H. Malone of Key West and J. L. Doggett of Jacksonville.

This delegation requested that the surfacing of State Road 25 between Clewiston and LaBelle be placed in the 1930 budget.

Hillsborough County

A delegation from Hillsborough County, consisting of W. T. Williams, Chairman of the Board of County Commissioners, and W. T. Watkins, J. N. Holmes, J. T. Gunn and J. W. Lester, members of the Board, and A. B. Pimm, County Engineer, presented to the Department the following requests: That provision be made for the construction of Road 17 between Plant City and the Polk County line; that the Department, if Federal approval can be secured, utilize the present county road known as the Orient road, for

(Turn to Page Five)



Florida Highways

Published Monthly
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PERSONNEL OF DEPARTMENT

ROBERT W. BENTLEY (*Bradenton*), *Chairman*
(*Official Residence, Tallahassee.*)

W. A. SHANDS, *Gainesville*
MALLIE MARTIN, *Crestview*
GEORGE B. HILLS, *Jacksonville*
ERNEST R. GRAHAM, *Pennsuco* } *Members.*

KARL ROESCH, *Tallahassee, Secretary*

PERSONNEL OF EMPLOYEES IN GENERAL CHARGE OF THE WORK OF THE DEPARTMENT

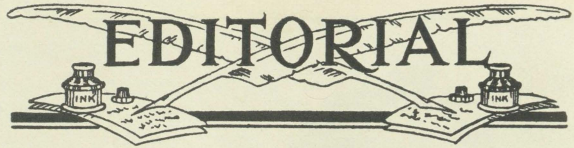
Engineering Division

B. M. Duncan, TallahasseeState Highway Engineer
L. K. Cannon, Tallahassee.....Ass't. State Highway Engineer
.....Bridge Engineer
H. C. Weathers, Gainesville.....Testing Engineer
F. W. Berry, Jr., Tallahassee.....Office Engineer
.....Supt. of Equipment
E. K. Fogg, Pensacola.....1st Division
Counties—Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf,
Holmes, Jackson, Jefferson, Leon, Liberty, Okaloosa, Santa
Rosa, Wakulla, Walton, Washington.
M. P. Philips, Lake City.....2nd Division
Counties—Baker, Bradford, Clay, Columbia, Dixie, Duval, Ham-
ilton, Lafayette, Madison, Nassau, St. Johns, Suwannee, Tay-
lor, Union.
R. C. Fergus, West Palm Beach.....3rd Division
Counties—Brevard, Broward, Collier, Dade, Glades, Hendry, Indian
River, Lee, Martin, Monroe, Okeechobee, Palm Beach, St. Lucie.
L. B. Thrasher, Ocala.....4th Division
Counties—Alachua, Citrus, Flagler, Gilchrist, Herndando, Lake,
Levy, Marion, Orange, Putnam, Seminole, Sumter, Volusia.
Henry Wilson, Lakeland.....5th Division
Counties—Charlotte, Desoto, Hardee, Highlands, Hillsborough,
Manatee, Osceola, Pasco, Pinellas, Polk, Sarasota.

Auditing Division

S. L. Walters, Tallahassee.....Auditor

B. A. Meginniss, Attorney for the Department,
Editor and Business Manager.



FLORIDA HIGHWAYS

We have heard a great many people speak enthusiastically of Florida highways. The splendid system of hard-surfaced public thoroughfares appears to impress our Northern visitors more favorably than anything in the State. These highways have cost the people of Florida a pretty penny, but they are proving to be worth all they cost. Motoring has come to be the chief diversion of the American people. There are enough cars in this country to carry all the people at one time. Perhaps as much as 60 per cent of the people who travel, travel in automobiles. It has been estimated that at least 60 per cent of the people who enter Florida do so by motor. A careful record made of the cars entering the State over the bridge at Jacksonville and through the other gateways form the basis upon which this calculation is based.

The Tamiami Trail has added immensely to the popularity of southwest Florida. This trail has received more publicity than any other highway in America. The fact that it traverses the Everglades has added greatly to popular interest in it. One of the chief objects which thousands of people who come to Florida have in mind is a trip across the Everglades. Inasmuch as the most direct route for motorists from the central states and Mississippi Valley lies over the Tamiami Trail, there are tens of thousands of people coming into the State over the trail and becoming acquainted with the west coast, who would not otherwise visit this part of Florida. In addition to these tens of thousands, there are other tens of thousands who ordinarily come in along the eastern routes who will feel the urge to make a trip through the Everglades and up the west coast on their return home, who, if the trail were not open, would have no inclination to visit the west coast.

On account of the fact that the east coast was the first to enjoy railroad facilities, to have tourist hotels erected and to be made accessible by the first hard-surfaced roads, the trend of traffic has been in that direction. In the last few years the situation has been greatly improved, many fine hotels have been built and a magnificent system of highways constructed. The west coast is now more easily accessible to a larger part of the North than the east coast, and very rapidly entertainment is being provided for Northern visitors of a character to make a visit to the west coast interesting. This year all the cities along the west coast find their capacity for the entertainment of tourists taxed to the utmost, and on every hand there are heard expressions of satisfaction and delight with the opportunities offered here for enjoyment. Florida's magnificent system of highways is creating a somewhat nomadic tribe of tourists. Winter visitors are no longer content to settle down and remain in one place during the entire season. Having the facilities to do so, they are now roaming all over the state. The great fame of Florida's fine motor roads is bringing here this year a greatly increased number of tourists and will continue to do so in each succeeding year.—Sarasota Herald.

TRANSACTIONS OF BUDGET MEETING

(Continued from Page Three)

connection purposes between Road 5 and Road 17, and that instead of the proposed expenditure of \$50,000.00 now in the budget for the construction of a new connection, that this \$50,000.00 be made applicable to Road 17 between Plant City and the Polk County line.

Indian River County

Indian River County having been reached in the call of counties, Senator A. W. Young stated that he preferred to appear after lunch.

Whereupon, upon motion of Mr. Shands, seconded by Mr. Graham, the Department stood adjourned until three o'clock P. M.

AFTERNOON SESSION, 3:00 O'CLOCK

Present as at morning session.

Flagler County

Mr. George Moody of Flagler Beach presented to the Department a request that the State take over for maintenance Road 140 or the Ocean Shore Boulevard in Flagler County. Mr. Campbell of Bunnell presented to the Department the matter of the construction of Road 28 between San Mateo and Bunnell. He requested the Department to meet with the Flagler County Commissioners on March 3rd at Bunnell and to hear the request of the Commissioners that the participation of the county on this project either be released or modified.

Highlands County

Mr. Gilbert Freeman and Mr. L. C. Pearce of Highlands County presented to the Department a request that the State take over for maintenance thirteen miles of Road 67 between Lake Annie and the Glades County line.

Jefferson County

Mr. D. A. Finlayson and Mr. C. Parkhill Mays composed a delegation from Jefferson County and requested that the construction of State Road 19 through Jefferson County be placed in the budget for construction this year; or that at least that section between Capps and the Taylor County line be thus provided for.

Monroe County

Mr. Carl Bervaldi, Chairman of the Board of County Commissioners of Monroe County, asked the Department to postpone until tomorrow morning consideration of the approval by the Department of the sale of Monroe County ferries, which request was granted.

Nassau County

Mr. J. H. McJunkins urged the Department to undertake this year the construction of State Road 13 in Nassau County.

Palm Beach County

The delegation from Palm Beach County, Messrs. T. M. O'Neill, W. G. Smith and Jake Boyd, announced themselves as in accord with the sentiments expressed by Senator Waggoner at the morning session.

Polk County

Messrs. Reid Robson, J. O. Singletary and Thos. W. Bryant presented to the Department the following requests: (1) That the State take over for maintenance Road 2 from Lake County line to Lakeland and from the Osceola County line to Haines City; (2) That road 124 between Lakeland and Bartow be surveyed and located during 1930; and (3) that the Fort Meade situation, heretofore called to the

Department's attention, be remedied at the earliest possible moment.

Seminole County

Senator J. J. Parish of Titusville and Messrs. L. P. Hagan, John Meisch, Fred T. Williams, V. A. Spear and V. E. Douglass of Seminole County presented to the Department a request that the State construct along the shore of Lake Monroe that section of Road 3 between Lake Monroe and Sanford.

Sumter County

Mr. S. W. Getzen of Bushnell appeared before the Department and expressed his appreciation of those items in the budget which he had requested the Department to include.

This concluded the hearing of the public on the subject of complaints and suggestions relative to the tentative budget for 1930.

ROAD NO. 8

Gas Pipe Line Between Lake Wales and Haines City

Mr. R. B. Wagner, President of the Central Florida Gas Corporation, presented to the Department a request that permit be granted to his company for the installation of a gas pipe line between Lake Wales and Haines City.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

WHEREAS, The Central Florida Gas Corporation has filed a written application for the construction of a gas pipe line along the right of way of State Road 8 in Polk County, between Lake Wales and Haines City, as shown on map or plat attached to said petition, reference to which is here made as a part of this resolution,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that permission be and the same is hereby granted to Central Florida Gas Corporation to construct a gas pipe line on State Road 8 between Lake Wales and Haines City, in accordance with its written application this day filed with this Department, and subject to all the terms and conditions herein set out.

BE IT FURTHER RESOLVED, That the consent hereby given is conditioned upon said corporation,

(1) Filing with this Department a good and sufficient corporate surety bond, in the sum of \$5,000.00, conditioned to restore in as good condition as when displaced, such portion of said road as may be disturbed and in a manner satisfactory to the engineer for the State Road Department.

(2) That such construction shall be done under the supervision of and in accordance with the direction of the engineer of the Department covering such installation.

(3) To arrange with and protect other public service corporations and/or public utilities using or occupying the right of way of said road prior to its occupancy by the Central Florida Gas Corporation.

(4) To pay to the Department the amount of said Department's engineering expenses necessary in the supervision of the construction of said work.

(5) To accept the terms of this resolution and to commence actual construction in good faith within thirty days from this date.

On motion of Mr. Shands, seconded by Mr. Graham, the Department stood adjourned to meet tomorrow morning at nine o'clock in the City Council chamber of the City Hall.

WEDNESDAY, FEBRUARY 26—9:00 A. M.

The Department met pursuant to adjournment. Present as on yesterday.

Roads 14 and 31—Hawthorn

The Chairman reported that he had written to the Seaboard Air Line Railway requesting said railway company to make donation of certain lots in the town of Hawthorn, together with an easement over certain other property, and that he was in receipt of a reply from the railway officials in which they stated that they could not comply with the request.

Mr. Shands, member of the Department, was requested to make an appraisal of the property in question on the occasion of his next visit to Hawthorn.

Project 698—Road 19—Leon County

A resolution of the Board of County Commissioners of Leon County was presented to the Department, in which the Commissioners requested that the curb and gutter section on Project 698, Road 19, Leon County be extended to Satsuma Street, a distance of approximately 350 feet.

On motion of Mr. Shands, seconded by Mr. Graham, the Chairman was requested to advise the Commissioners that the Department can not comply with this request.

Project 595—Road 3—DeLeon Springs

The Chairman read to the members a letter which he has received from Mr. Vernon R. Loueks of Chicago, representing Ponce de Leon Springs Syndicate. The purport of the letter is an offer from the syndicate to accept the estimated cost of putting in proper drainage from a sink alongside the road to the run-way immediately below the springs, and to let the Department have the balance of the sum of \$2,371.06 which has been in escrow in the Volusia County Bank & Trust Company since November, 1926.

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the matter of settlement with Ponce de Leon Springs Syndicate be referred to the Chairman of this Department, with power to act.

Federal Aid Funds Available

The Chairman read to the members a letter which he has received from Thos. H. MacDonald, Chief of the Bureau of Public Roads, relative to the mileage of the Federal 7% System in Florida. The Chairman stated that this letter was in reply to a letter which he, the Chairman, had written to Mr. MacDonald as directed by the Department, asking for information as to the correctness of an intimation of Mr. A. F. Knotts, of Yankeetown, that a mistake was made in the road mileage of the State on which the Federal 7% System was based, and that the Bureau was prepared, on official application, to make allowance of additional mileage. The tenor of Mr. MacDonald's letter which the Chairman read to the members for information was to the effect that Mr. Knotts was under a misapprehension in this matter.

Monroe County—Sale of Ferry System

Senator W. H. Malone, representing the Board of County Commissioners of Monroe County, accompanied by C. C. Symonette, member of said Board, presented to the Department a request that the proposed sale by the County of Monroe of its ferry system operating between No-Name Key and Lower Maticumbe, to Clifton G. Bailey, be approved by

the Department. Messrs. Carl Bervaldi and W. Hilton Curry, members of the Commission, appeared before the Department to oppose the approval of said proposed sale.

The Chairman stated that he had submitted this matter to the Attorney for the Department, who had rendered an opinion to the effect that the matter is one with which the county should deal and with which in his judgment, the Department should not concern itself.

On motion of Mr. Perkins, seconded by Mr. Martin, the following resolution was adopted:

BE IT RESOLVED, That this Department does adopt the advice of its Attorney in reference to the proposed sale of the Monroe County ferry system, and that it does decline to take any action with respect to the approval or disapproval of said proposed sale.

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That it is the sense of this Department that it will give the use of such right of way as may be necessary to the convenient and efficient operation of the ferry system of Monroe County, but that any alterations or additions to the facilities must be submitted to the Department for its consideration and approval.

Mile Post Advertising

The Chairman read to the Department a letter from Mr. Josiah Richardson of Tampa, requesting permission to install mile posts on the roads of the State, at his own expense, with the understanding, however, that he be permitted to place thereon a small amount of advertising matter. The Chairman reported that he had denied this request, but had agreed that he would present the matter to the Department for further consideration. The members approved the action of the Chairman in denying the request.

Project 74—Road 2—Orange County

The Chairman stated to the members that the County Commissioners of Orange County have requested that the Department adopt asphaltic concrete as the type of pavement to be used on Project 74, Road 2, Orange County.

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That this Department do adopt asphaltic concrete as the type of pavement to be used in the construction of Project 74, Road 2, Orange County, and that contract for said project, be executed on the basis of the lowest responsible bid on that type.

Project 74—Road 2—Orange County. Lease Agreement with Seaboard Air Line Railway

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

WHEREAS, the State Road Department of the State of Florida, through and by Robert W. Bentley, Chairman of said Department, and Karl Roesch, Secretary thereof, on the 5th day of February A. D. 1930, did enter into a certain lease agreement with the Seaboard Air Line Railway Company, a corporation, relating to the encroachment of the right of way for State Road 2 on the right of way of said railway company at certain points, as shown in red on blue print No. 1090, attached to said agreement, as is shown by copy of the said agreement duly executed by the respective parties, attached to this resolution and placed on file and made a part of the records of this



Project 562-B, in Highlands County, Between Frostproof and Avon Park—Road No. 8

Department in connection with the passage hereof; and

WHEREAS, It appears that the minutes of this Department nowhere show any affirmative action of the State Road Department authorizing or sanctioning the execution of said agreement; and

WHEREAS, The said agreement was entered into by the Chairman of said Department, and the seal of said Department duly affixed by authority of, and with the knowledge and consent of said Department, by the Secretary; Now, Therefore,

BE IT RESOLVED, That the action of Robert W. Bentley, Chairman of said Road Department in signing said lease agreement, and the action of Karl Roesch, Secretary of said Department, in attesting the same and affixing the seal of said Department thereto, be and the same shall stand as fully ratified and confirmed to the same extent as if the execution thereof had been authorized and directed by this Department by proper resolution prior to the execution of said agreement.

BE IT FURTHER RESOLVED, That a certified copy of this resolution under the hand and seal of the Secretary of this Department, be attached to the signed counterpart of said agreement delivered to said Seaboard Air Line Railway Company.

Road 58—From Road 1 to Havana

The Chairman stated to the members that the town of Havana has offered the sum of \$500.00 to the State Road Department, if the Department will surface treat that section of State Road 58 between Road 1 and the town of Havana.

Mr. Martin offered the following resolution:

BE IT RESOLVED, That this Department do accept the offer of Havana, and that upon receipt of the sum of \$500.00 that it proceed to surface-treat that section of Road 58 from Road 1 to the town of Havana.

Mr. Martin moved the adoption of the resolution, which motion was seconded by Mr. Perkins.

On call of the roll on passage of the resolution, the vote was: Yeas, Messrs. Martin and Perkins; nays, Messrs. Shands, Graham and Bentley. So the resolution was not adopted.

Project 769—Road 5—Connection Between Edison Bridge and Lofton Island

The Chairman and State Highway Engineer presented to the Department a request from J. L. Lofton for the approval by the Department of plans for a proposed connection between Lofton Island and Edison Bridge, Project 769, Road 5.

On motion of Mr. Martin, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be requested to secure full information on the proposed connection between Edison Bridge, Project 769, and Lofton Island before the Department considers the request for the approval of plans for such connection.

APPROVAL OF PURCHASES

The Chairman presented to the members tabulations of the bids received pursuant to due advertisement by the Department since the last meeting for the purchase of supplies and materials, and stated



Project 634—Road 1—Jackson County—Surface-treated Sand-clay

that purchases had been made from the individuals and firms hereinafter listed. A copy of said tabulations is in the files of the Department. The purchases referred to are as follows:

Road and Bridge Material				
Project	Road	Material	Bidder	Price
766	39	Treated timber. Pensacola Creosoting Co.		\$10,197.92
766	39	Treated piling. Pensacola Creosoting Co.		4,007.68
688	10	Treated timber. Pensacola Creosoting Co.		1,745.98
688	10	Treated piling. Pensacola Creosoting Co.		351.68
787	10	Treated piling. Pensacola Creosoting Co.		3,268.80
787	10	Treated timber. Pensacola Creosoting Co.		8,447.28
501-D	6	T. C. 2 prime. M. D. Moody		4,160.00
501-D	6	Oil asphalt. The Texas Co.		3,500.00
501-D	6	No. 4 Slag Special. Woodstock Slag Corp.		8,060.00
787	10	Cor. Metal Pipe. Dixie Culv. & Metal Co.		388.40
832	10	Rein. Concrete Pipe. Murphy Const. Co.		3,011.25
501-C	6	Rein. Concrete Pipe. Murphy Const. Co.		346.61
766	39	Rein. Concrete Pipe. Murphy Const. Co.		151.80
841	115	Rein. Concrete Pipe. Murphy Const. Co.		1,514.04
840	115	Rein. Concrete Pipe. Murphy Const. Co.		1,318.57

Mule Feed

Rivers-Eubanks Co.—12 carloads oats, different camps	\$ 9,455.98
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Project	Road	Material	Bidder	Price
		Rivers-Eubanks Co.—11 carloads hay, different camps		3,118.00
		Lewis-Bear Company—2 carloads oats, different camps		794.67
		Lewis-Bear Company—2 carloads hay, different camps		369.00

Syrup

W. H. Thompson—2,000 gals. @ 55c, delivered to camps	\$ 1,100.00
Jas. H. Ayres—2,000 gals. @ 59c, delivered to camps	1,180.00
Grand Ridge Syrup Co.—2,000 gals. @ 52½c, f. o. b. Grand Ridge	1,050.00

Convict Clothing and Supplies

L. S. Brown—500 sheets	\$ 292.50
L. S. Brown—500 pillow cases	112.50
L. S. Brown—500 pairs shoes	1,537.50
L. S. Brown—1,000 striped pants	1,335.00
Gov. Surplus Goods Co.—250 pillows	187.50
Gov. Surplus Goods Co.—100 cot mattresses	275.00
Quinn-Marshall Co.—200 blankets	635.00
Quinn-Marshall Co.—1000 pair drawers ...	390.00
Quinn-Marshall Co.—1,000 undershirts	390.00

Automobiles

Buick Motor Co.—1 1930 Buick Coupe	\$ 1,630.00
Buick Motor Co.—4 1929 5-passenger Sedan Buick	4,432.00
Freeman & Sons, Inc.—1 1½ ton Reo truck chassis	1,578.00

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the action of the Chairman in making the purchases hereinabove listed and set out be and the same is hereby approved and confirmed.

Purchase of Materials

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That from and after this date, on purchases involving \$5,000.00 and upwards, that the contract and bond system heretofore adopted by the Department be used; and that in purchases involving less amounts, that no contract and bond be required, but that the certified check furnished with the bid be held in each instance until satisfactory delivery of such material and supplies has been made.

Approaches to Bridges Under Construction

The Chairman called the members' attention to the fact that it will be necessary within a short time to advertise for bids for the construction of approaches to a number of bridges which are now under construction.

On motion of Mr. Perkins, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be authorized to advertise for bids, returnable during April, 1930, for the construction of approaches to bridges which are now under construction.

BE IT FURTHER RESOLVED, That the Chairman and State Highway Engineer be and they are hereby authorized to select the projects which shall be so advertised.

DETERMINATION OF BUDGET REQUESTS

Union and Baker Counties

The Department having under consideration the request of Union and Baker counties, that the construction of Road 147 be placed in this year's budget, it was the consensus of opinion that the request cannot be complied with.

Bay County

It was the sense of the Department that it is not in position to comply with request of Bay county that the paving of State Road 115 be placed in the 1930 budget.

Santa Rosa County—Road 53

On motion of Mr. Perkins, seconded by Mr. Martin, the following resolution was adopted:

BE IT RESOLVED, That this Department will construct State Road 53 in Santa Rosa county, using during the year 1930 the funds of Santa Rosa county, to-wit, the proceeds of \$100,000.00 of time warrants, and in no case less than \$95,000.00, to construct the grade.

BE IT FURTHER RESOLVED, That no State money shall be used on this road during the present year.

Road 4—Broward County

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That this Department do take over for maintenance the county road which is being used as State Road 4 in Broward county, and do continue its maintenance during the construction of the new State Road 4 through said county.

Duval County—Road 3—Trout River to Municipal Airport

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the sum of \$50,000.00 be placed in the budget for 1930 for the widening of that section of State Road 3 in Duval county, between Trout river and the municipal airport.

On the passage of the foregoing resolution Mr. Perkins is recorded as not voting.

Duval County—San Jose Boulevard

Mr. Perkins offered a resolution that State Road 4 in Duval county be redesignated so as to use and traverse the San Jose Boulevard from the city limits of South Jacksonville five miles south, and that said San Jose Boulevard be widened, as heretofore requested. Mr. Perkins moved the adoption of his resolution, which failed for want of a second.

Hendry County—Road 25

On motion of Mr. Graham, seconded by Mr. Martin, the following resolution was adopted:

BE IT RESOLVED, That the paving of Road 25 in Hendry county, between Palm Beach county line and LaBelle, be placed in the budget for 1930.

Hillsborough County

The Department having under consideration the request made by Hillsborough county, was of the opinion that it can not use the county Orient road in lieu of the proposed connection between Roads 5 and 17, as the Bureau of Public Roads will not consent to said request.

Flagler County—Road 140

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the Department do take over for maintenance the Ocean Shore Boulevard, Road 140, in Flagler county.

Flagler County

It was the sense of the members that they can not meet with the county commissioners at Bunnell on March 3, as requested by Mr. Campbell on yesterday.

Highlands County—Road 67

On motion of Mr. Bentley, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That this Department do take over for maintenance that section of Road 67 between Lake Annie and the Glades county line.

Polk County Road 2—Polk City to Lake County Line

The Chairman reported that he and the Highway Engineer have made an inspection of Road 2 between Polk City and the Lake County line, as directed at the last meeting. That they recommend that the Department notify the county to secure and turn over a right of way not less than 66 feet in width and bring the grade and shoulders up to meet State specifications, and that when these requirements have been complied with, that the Department take that road over for maintenance.

On motion of Mr. Graham, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That this Department do accept and adopt the recommendation of the Chairman and State Highway Engineer with reference to that portion of Road 2 between Polk City and the Lake county line.

Polk County—Road 2—Osceola County Line to Haines City

The Chairman reported that he and the State Highway Engineer have inspected State Road 2, between the Osceola county line and Haines City, as directed at the last meeting of the Department. That their recommendation is that a new location be made and that construction on such new location be commenced next year.

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the Department do accept and adopt the recommendation of the Chairman and State Highway Engineer with reference to that section of Road 2 between the Osceola county line and Haines City.

Polk County—Road 124

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the Engineer be directed to survey and locate that part of State Road 124 between Lakeland and Bartow during the year 1930, as requested by Polk county.

Polk County—Road 2—Fort Meade

The situation on Road 2 in Fort Meade being again under consideration, the Department reaffirmed its former action, directing that this matter be straightened out as early as possible.

Seminole County—Road 3

The Department having under consideration the request of Seminole county, that the State construct that portion of Road 3 between Lake Monroe and Sanford, along the banks of Lake Monroe, it was the sense of the members that it is not in a position at this time to comply with this request.

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the Engineering Department be directed to work in conjunction with the Bureau of Public Roads to ascertain whether or not this section of State Road 3 can be constructed as requested, and if so, if Federal Aid will be available therefor.

Federal Aid Projects 66 and 75—Myakka and Gordon River Bridges

The Chairman stated to the members that the Federal Bridge Engineer has suggested that Federal Aid projects 66 and 75, Myakka and Gordon river bridges, be advertised at the same time and opportunity given to bidders to combine their bids on same.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be and he is hereby authorized, when authority for construction has been given by the Bureau of Public Roads, to advertise for bids on projects 66 and 75, Myakka and Gordon river bridges.

BE IT FURTHER RESOLVED, That said projects be advertised together, and that bidders be invited to place combination bids for both as well as bids on each separate project.

State Road 48

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the construction of State Road 48, from Starke through the State Prison Farm to Raiford, be placed in the 1930 budget for construction.

Road 68—Hampton to Starke-Brooker Road

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That that section of Road 68 between Hampton and the Starke-Brooker road be placed in the 1930 budget for betterment and that the sum of \$45,000.00 be allowed therefor.

On the adoption of the foregoing resolution, Mr. Perkins is recorded as voting "no."

Invitation to American Association State Highway Officials

On motion of Mr. Graham, seconded by Mr. Shands,

the following resolution was unanimously adopted:

BE IT RESOLVED, That an invitation be extended to the American Association of State Highway Officials to hold its 1930 meeting in the city of Miami, Florida.

BE IT FURTHER RESOLVED, That the Chairman be and he is hereby requested to extend this cordial invitation to the proper officials of the Association.

On motion of Mr. Shands, seconded by Mr. Graham, the Department was adjourned until 2:30 o'clock P. M.

AFTERNOON SESSION—2:30 O'CLOCK

Projects Placed in Budget for Maintenance and Betterment

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the following named and numbered projects be placed in the budget for 1930 for maintenance or betterment, as indicated, namely:

Road 24, St. Cloud to Kissimmee, to be taken over for maintenance, pending the construction of new Road 24.

Connection between new Road 24 and county road from Narcoossee to Orlando, with an allowance of \$6,000.00 for betterment of same, approximately 1,320 feet.

Road 30, Indian River and Osceola counties, an allowance of \$50,000.00 for betterment.

Road 85, Martin and Okeechobee counties, from Indiantown to Okeechobee, to be taken over for maintenance with an allowance of \$25,000.00 for betterment.

Road 25, Palm Beach county, from West Palm Beach to Twenty-Mile Bend, to be taken over for maintenance.

Road 149, Broward and Dade counties, from Deerfield to Miami, to be taken over for maintenance.

Road 140, Palm Beach county, from Delray 18 miles north, to be taken over for maintenance.

Road 4-A, Dade county, that portion not now being maintained by the State, to be taken over for maintenance.

On the above and foregoing resolution, Mr. Perkins is recorded as not voting.

Road 24—Osceola County—Holopaw to the Brevard County Line

On motion of Mr. Graham, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be and he is hereby authorized to advertise for bids for the construction of that portion of Road 24 between Holopaw and the Brevard county line, as soon as Federal authority for construction can be obtained.

Road 19—Marion and Lake Counties

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the Engineering Department be directed to check up on the condition of that portion of State Road 19 east of Ocala, in the counties of Marion and Lake, and that when such information has been obtained, that these counties be advised what steps will be necessary for them to take to put said road in condition to be taken over for maintenance in 1931.

Road 81—Chiefland to Dunnellon

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That during the year 1930



Road Four—F. A. Project 36-B

that the route of State Road 81 be surveyed and located and that when the same shall have been so located that the counties be requested to secure the necessary rights of way therefor.

Resolution of Thanks

On motion of Mr. Perkins, seconded by Mr. Martin, the following resolution was adopted:

BE IT RESOLVED, That the Secretary be and he is hereby directed to write to the city officials of Jacksonville and to Robert Kloeppel, expressing the thanks of this Department for the use of the city council chamber and the roof garden of the Mayflower Hotel, respectively.

Road 78

On motion of Mr. Perkins, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be and he is hereby authorized to advertise for the materials for the construction of State Road 78 at such time as he shall find it necessary so to do.

Report of Road Inspections

The Chairman submitted a report of inspection by him and the State Highway Engineer of certain roads, as directed by the Department at its last meeting, and particularly of those items which have not heretofore been acted upon at this meeting, which said items are as follows, to-wit:

Road 15, Hernando county, Brooksville to Aripeka; the recommendation was that this road be not taken over for maintenance.

Location of Road 23 through Hillsborough county; inspection of this road was made in consideration of the request of Hillsborough county that the Depart-

ment adopt as the location thereof the old Road 17 from Plant City to the Bay Shore road, and thence via the Bay Shore road through Hillsborough and Manatee counties to Palmetto; the recommendation was that this matter be held in abeyance, pending investigation of other routes.

Road 164, Collier county, from Everglades to Road 27; the recommendation was that this road be not taken over for maintenance.

Road 2, Lee county, from DeSoto county line to its intersection with State Road 25; the recommendation was that the same be not taken over for maintenance.

Road 25, Lee county, from Hendry county line to Olga bridge; the recommendation was that the same be not taken over for maintenance.

On motion of Mr. Shands, seconded by Mr. Martin, the following resolution was adopted:

BE IT RESOLVED, That the recommendations of the Chairman as hereinabove set out be and the same are hereby approved and adopted.

Hillsborough County—Road 5

On motion of Mr. Shands, seconded by Mr. Bentley, the following resolution was adopted:

WHEREAS, Road No. 5 forms a part of the Federal Seven Per Cent System of Florida; and

WHEREAS, The State Road Department is desirous of obtaining Federal funds to aid in the construction of that portion of Road No. 5 from Tampa to the Pasco county line, in the county of Hillsborough; now, therefore,

BE IT RESOLVED, That the Chairman is hereby authorized to submit plans and specifications to the

Bureau of Public Roads and make application for Federal Aid for said project; and the Department does hereby pledge that the necessary funds will be provided by said Department for meeting Federal Aid on said proposed Federal Aid project; and be it further

RESOLVED, That the State Highway Engineer be and he is hereby directed to commence the construction of said road as soon as all necessary plans are completed.

Road 35—Madison County—Greenville to Taylor County Line

The Chairman submitted to the members the draft of the agreement relative to the transfer of \$87,000.00 of bonds for hard-surfacing that portion of Road 35 between Greenville and the Taylor county line, which draft had been prepared under the authority conferred upon him at the last meeting, and which said draft is in the words and figures as follows, to-wit:

THIS AGREEMENT, made this day of, A. D. 1930, between the State Road Department of the State of Florida, hereinafter referred to as the Department, and the Board of Commissioners of Madison county, Florida, hereinafter referred to as the Commissioners, WITNESSETH: That

WHEREAS, The bonds of said county in the amount of \$101,000.00 have been duly authorized to be issued for the purpose of constructing a paved macadamized or other hard surfaced highway in said county running from a point in Greenville, Florida, on the highway running from the bridge across the Suwannee river near Ellaville, Florida, to the bridge across the Aucilla river on the Greenville and Monticello public road, by way of Ebb, Florida, to and connecting with the hard surfaced highway on the northern edge of Taylor county, Florida, following as near as practicable the now established highway in Taylor county, Florida, via Ebb, Florida, with such changes as may hereafter be designated by the State Road Department of the State of Florida; and

WHEREAS, It is desired by the Commissioners to transfer said bonds to the Department to aid in the construction of said road under the provisions of Chapter 8553 of the Laws of Florida of 1921, Section 1662, Compiled General Laws of 1927, and the Department being willing to accept said aid under the conditions specified in said chapter;

NOW, THEREFORE, BE IT AGREED as follows:

1. The Commissioners agree to turn over, transfer and deliver to said Department from its duly authorized road bonds heretofore voted in the sum of \$750,000.00, \$87,000.00 of the aforesaid bonds, amounting to \$101,000.00, said \$87,000.00 bonds being of the denomination of \$1,000.00 each, numbered from 649 to 735 inclusive, dated July 1st, 1922, payable to bearer July 1st, 1952, bearing interest at the rate of five (5) per cent per annum, payable semi-annually on January 1st and July 1st, principal and interest being payable at the National City Bank of New York City, or at any bank in Madison, Florida, the said proceeds of the sale of said bonds to be used by the Department only in the construction of the road as hereinbefore specified, providing that not exceeding \$7,000.00 per mile of said bonds shall be spent in constructing said highway which has been duly designated by the Department as a part of the system of State Highways or State Aid roads.

2. The Department agrees that if and when said bonds amounting to \$87,000.00 have been transferred, turned over and delivered to said Department as aforesaid, it will construct said road and bridges incidental thereto, in a good, substantial, workmanlike manner, providing an eight-inch compact base at least sixteen (16) feet wide, surface treated if necessary, or a standard form of finished pavement according to the specifications of the State Road Department. The actual cost of construction of said road to be not less than the par value of said bonds, with interest thereon from the date of delivery thereof to the Department.

3. The Department agrees to expend and use and employ as much or more than the par value of said bonds in the construction of said road in said county of Madison, in accordance with said specifications, as may be necessary.

4. The Department agrees that it will use, expend and employ the proceeds of said bonds amounting to \$87,000.00 solely and only in the construction of the said road, and that it will supplement the same with sufficient State funds to complete the paving of said road, and that its expenditure on said road of the proceeds of said bonds and State funds will equal or exceed the par or face value of said bonds, so transferred and delivered.

5. It is mutually agreed that if the actual cost of constructing said road in said county shall be less than \$87,000.00, the Department will expend the balance of said sum in hard surfacing other State or State Aid roads in said county as shall be agreed upon by and between the Department and said Commissioners.

6. It is further agreed that the Department, from the proceeds of the sale of said bonds to be turned over to it, will pay all incidental expenses necessarily incurred in making sale thereof, but the Department shall not be required to pay any part of the expenses of printing and engraving said bonds, nor of procuring the opinion of a bond attorney as to the validity of same, it being understood and agreed that Madison county will furnish, at its own expense, the opinion of a bond attorney and will bear the expense of printing and engraving said bonds.

7. It is further understood and agreed that in the event that said Department shall not make sale and delivery of the said bonds prior to July 1st, 1930, or any such subsequent interest period, the interest coupons attached and maturing on said July 1st, 1930, or such subsequent interest date, shall be clipped and eliminated from such bonds; the intent hereof being that in no event shall there be offered for sale the interest accrued on said bonds for a period longer than six months.

8. It is further understood and agreed that the Department shall not be required under the terms of this agreement to commence construction of any part of said road until it has sold and converted into cash the bonds amounting to \$87,000.00, so transferred, turned over and delivered to said Department as aforesaid.

IN WITNESS WHEREOF, The Department has caused this instrument and one other instrument of like tenor and date to be Executed in its name and behalf by its Chairman, and the Commissioners of Madison county, Florida, have executed this one

instrument and one other instrument of like tenor and date, this day of, A. D. 1930.

STATE ROAD DEPARTMENT OF FLORIDA,

By

Chairman.

BOARD OF COMMISSIONERS OF MADISON COUNTY, FLORIDA.

By

Chairman.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the foregoing draft of agreement to be entered into between this Department and Madison county governing the transfer to the Department of the \$87,000.00 of Madison county bonds, the proceeds to be applied to the hard surfacing of Road 35 between Greenville and the Taylor county line, be and the same is hereby approved.

BE IT FURTHER RESOLVED, That the Chairman be and he is hereby authorized to execute said agreement for and on behalf of this Department.

Road 19—Taylor County—From Perry to Madison County Line

The Chairman submitted to the members the draft of the agreement relative to the transfer of \$116,000.00 of bonds for hard surfacing that portion of Road 19 between Perry and the Madison county line, which draft had been prepared under the authority conferred upon him at the last meeting, and which said draft is in the words and figures as follows, to-wit:

THIS AGREEMENT, made this day of, A. D. 1930, between the State Road Department of the State of Florida, hereinafter referred to as the Department, and the Board of Commissioners of Taylor county, Florida, hereinafter referred to as the Commissioners, WITNESSETH: That

WHEREAS, The county of Taylor has available of an authorized bond issue \$116,000.00 par value of road bonds, to be used in the construction of that part of State Road 19 between Perry and the Madison county line; and

WHEREAS, It is desired by the Commissioners to transfer said bonds to the Department to aid in the construction of said road under the provisions of Chapter 8553 of the Laws of Florida of 1921, Section 1662, Compiled General Laws of 1927, and the Department being willing to accept said aid under the conditions specified in said Chapter;

NOW, THEREFORE, BE IT AGREED as follows:

1. The Commissioners agree to turn over, transfer and deliver to said Department from its duly authorized road bonds heretofore voted in the sum of \$116,000.00 par value of said bonds, said \$116,000.00 being of the denomination of \$1,000.00 each, numbered from to inclusive, dated, payable to bearer (date of maturity), bearing interest at the rate of five (5) per cent per annum, payable semi-annually on and, principal and interest being payable at, the said proceeds of the sale of said bonds to be used by the Department only in the construction of the road as hereinbefore specified, providing that not exceeding \$7,500.00 per mile of said bonds shall be spent in constructing said highway which has been duly designated by the Legislature as a part of the system of State Highways.

2. The Department agrees that if and when said bonds amounting to \$116,000.00 have been transferred, turned over and delivered to said Department as aforesaid, it will construct said road and bridges incidental thereto, in a good, substantial, workmanlike manner, providing a standard form of finished pavement according to the specifications of the State Road Department. The actual cost of construction of said road to be not less than the par value of said bonds, with interest thereon from the date of delivery thereof to the Department.

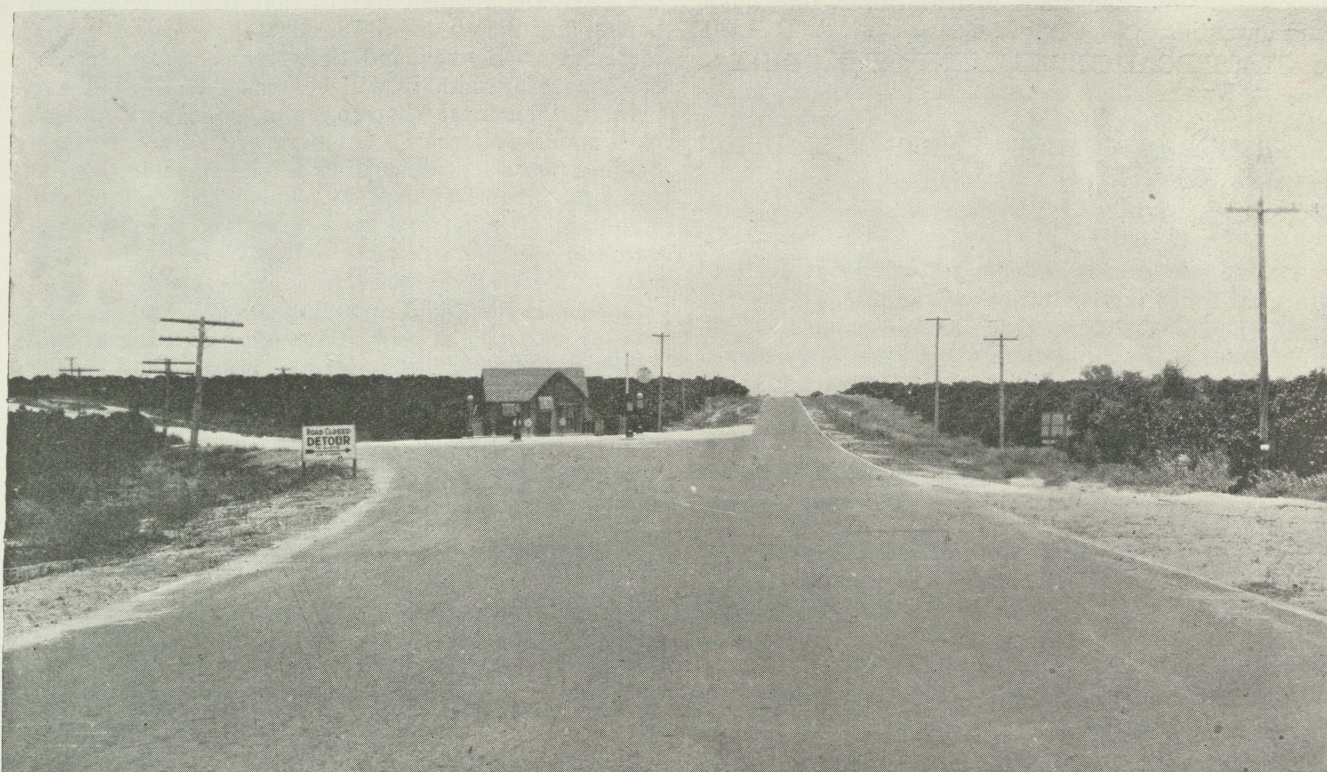
3. The Department agrees to expend and use and employ as much or more than the par value of said bonds in the construction of said road in said county of Taylor, in accordance with said specifications, as may be necessary.

4. The Department agrees that it will use, expend and employ the proceeds of said bonds amounting to \$116,000.00 solely and only in the construction of said road, and that it will supplement the same with sufficient State funds to complete the paving of said road, and that its expenditure on said road of the proceeds of the said bonds and State funds will equal or exceed the par or face value of said bonds, so transferred and delivered.

5. It is mutually agreed that if the actual cost of constructing said road in said county shall be less



Project 570, Manatee County.



Road No. 2, Silver Lake Forks, Project 53-A and 695, Lake County, between Leesburg and Tavares and Eustis

than \$116,000.00, the Department will expend the balance of said sum in hard surfacing other State roads in said county as shall be agreed upon by and between the Department and said Commissioners.

6. It is further agreed that the Department, from the proceeds of the sale of said bonds to be turned over to it, will pay all incidental expenses necessarily incurred in making sale thereof, but the Department shall not be required to pay any part of the expenses of printing and engraving said bonds, nor of procuring the opinion of a bond attorney as to the validity of same, it being understood and agreed that Taylor county will furnish, at its own expense, the opinion of a bond attorney and will bear the expense of printing and engraving said bonds.

7. It is further understood and agreed that in the event that said Department shall not make sale and delivery of the said bonds prior to or any such subsequent interest period, the interest coupons attached and maturing on said....., or such subsequent interest date, shall be clipped and eliminated from such bonds; the intent hereof being that in no event shall there be offered for sale the interest accrued on said bonds for a period longer than six months.

8. It is further understood and agreed that the Department shall not be required under the terms of this agreement to commence construction of any part of said road until it has sold and converted into cash the bonds amounting to \$116,000.00, so transferred, turned over and delivered to said Department as aforesaid.

IN WITNESS WHEREOF the Department has caused this instrument and one other instrument of like tenor and date to be executed in its name and behalf by its Chairman, and the Commissioners of Taylor county, Florida, have executed this one in-

strument and one other instrument of like tenor and date, this.....day of....., A. D. 1930.

STATE ROAD DEPARTMENT OF FLORIDA,

By.....
Chairman.

Attest:.....
Secretary.

BOARD OF COMMISSIONERS OF TAYLOR
COUNTY, FLORIDA.

By.....
Chairman.

Attest:.....
Clerk.

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That the foregoing draft of agreement to be entered into between this Department and Taylor county governing the transfer to the Department of the \$116,000.00 of Taylor county bonds, the proceeds to be applied to the hard surfacing of Road 19 between Perry and the Madison county line, be and the same is hereby approved.

BE IT FURTHER RESOLVED, That the Chairman be and he is hereby authorized to execute said agreement for and on behalf of this Department.

ADOPTION OF BUDGET

On motion of Mr. Shands, seconded by Mr. Graham, the following resolution was adopted:

BE IT RESOLVED, That the Tentative Budget of Maintenance and Construction Work heretofore adopted by this Department, together with the alterations, amendments and additions thereto which have been made at this meeting, be and the same is hereby finally adopted as such Budget of Maintenance and Construction Work for the year 1930, which said budget is in the words and figures following, to-wit:

Florida State Road Department Budget of Construction Work for 1930

Road No.	Project No.	County	From	To	Length		Allocation
					Feet	Miles	
PAVING CONTRACTS UNDER CONSTRUCTION							
1	52	Escambia	Pensacola—Escambia Bay		10.08	\$	14,904.00
1	673	Gadsden	Quincy—Ocklocknee River		14.97		12,777.80
2	695	Lake	Silver Lake Forks—Eustis		6.03		17,496.29
4	63-A	Palm Beach	Delray—Hillsborough River		8.27		264,747.95
5-A	587	Columbia	Ft. White—Itchtucknee River		4.37		5,745.30
5-A	718	Columbia	Ft. White—Santa Fe River		8.22		9,521.79
5-A	518	Lafayette	Mayor—Branford		17.75		73,434.20
10	644-C	Wakulla	Leon County Line—Wakulla River		5.05		25,027.82
10	728	Leon	Tallahassee—Wakulla County Line		11.67		79,703.89
13	742	Alachua	G'ville Dist. Line—Levy County Line		7.65		27,903.16
14	749	Gilchrist	Suwannee River—Trenton		8.52		9,889.08
17	64-A	Hillsborough	Plant City—West		9.60		231,195.87
17	64-C	Hillsborough	Project 64-A—Tampa		9.61		91,544.20
24	62-A	Osceola	Kissimmee—Station 113-00		1.10		19,774.92
24	62-C	Osceola	St. Cloud—Holopaw		11.83		231,519.14
28	715	Union	Lake Butler—Union County Line		5.26		16,068.51
28	716	Bradford	Union County Line—Starke		11.12		14,061.81
28	717	Bradford	Starke—Clay County Line		10.93		20,951.64
28	706-A	Clay-Putnam	Bradford County Line—Florahome		12.32		157,520.00
56	863	Columbia	Ellisville—Olustee Creek		1.48		11,097.18
143	870	Palm Beach	Belle Glade—Pahokee		10.88		115,289.57
Total					186.71	\$	1,450,174.12
PAVING UNDER CONSTRUCTION—CONVICTS							
19	726	Dixie	Suwannee River—Cross City		12.59	\$	39,942.37
19	756	Marion	Ocala—Levy County Line		11.88		139,930.97
27	669-Y	Collier	Three Mi. North Naples—Lee Co. Line		10.55		200,000.00
66	724	Leon	Project 723—Ocklocknee River		12.59		28,310.00
Total					47.61	\$	408,183.34
BRIDGES UNDER CONSTRUCTION—CONTRACTS							
3	721-B	Putnam	Rice Creek Bridge	384.0		\$	83,991.48
4	68	P. Beach-Broward	P. Beach Canal, Himmarshee, Tarpon	212.2			141,314.68
4	63	Broward	Hillsborough, Pompano, Middle	529.2			172,554.45
5	835	Marion-Citrus	Withlacoochee Bridge	264.0			14,909.56
5	65	Hillsborough	Alafia Bridge	436.0			78,407.99
5	70	Charlotte	Peace River Bridge	6,184.0			946,166.53
5	769	Lee	Caloosahatchee Bridge	4,430.0			252,662.62
5-A	587-B	Columbia	Itchtucknee River	99.0			8,859.95
24	62	Osceola	Osceola Bridges, Road 24	866.0			38,845.37
Total					13,404.4		\$ 1,737,712.63
GRADING UNDER CONSTRUCTION—CONTRACTS							
4	40-B	Brevard	Hydraulic Fill		0.20	\$	5,165.49
10	788	Walton	Freeport—Okaloosa County Line		17.54		90,639.07
10	802-A	Okaloosa	Walton County Line—Niceville		7.76		9,506.09
10	802-C	Okaloosa	Niceville—Camp Walton		10.24		11,013.10
10	803	Okaloosa	Camp Walton—Santa Rosa County		11.13		16,413.07
17	755	Polk	Haines City—Auburndale		11.22		23,024.05
25	806-C	Hendry	Project 806-A—Station 1161-00		11.00		10,800.44
25	806-D	Hendry	Project 806-C—LaBelle		12.76		30,859.66
40	735	Walton	Project 734—Alabama State Line		13.71		13,597.89
40	751	Walton	DeFuniak Springs—South		7.28		11,204.82
40	752	Walton	Freeport—North		8.72		36,426.20
60	854	Walton	DeFuniak Springs—Glendale		9.81		58,117.97
60	855	Walton	Glendale—Alabama State Line		9.32		31,029.63
96	820	Jefferson	Monticello—Waukeenah		9.45		56,618.78
96	821	Jefferson	Waukeenah—Wacissa		5.18		13,545.24
115	842	Walton	Horseshoe Bayou—Okaloosa County Line		10.15		27,749.37
Total					155.47	\$	445,719.87
GRADING UNDER CONSTRUCTION—CONVICTS							
10	688	Bay	West Bay Bridge—Gulf of Mexico		9.31	\$	4,887.50
10	766	Bay	Washington Co. Line—North Side West Bay		8.74		34,780.00
10	767	Bay	South Side West Bay—Gulf of Mexico		5.27		2,007.50
10	787	Walton	Ebro—Freeport		16.80		187,182.19
10	832	Santa Rosa	Okaloosa Co. Line—Base Line		16.01		95,846.30
10	833	Santa Rosa	Base Line—Road No. 1		8.01		30,569.70
13	798	Nassau	Callahan—Yulee		15.30		108,414.12
14	750	Gilchrist-Alachua	Trenton—Newberry		12.97		9,400.15
19	845	Taylor	Salem—Athena		8.57		43,640.00
19	846	Taylor	Athena—Perry		10.26		33,235.00
115	831	Bay	Road No. 10—Walton County Line		7.16		60,000.00
115	840	Walton	Bay County Line—South of Pt. Washington		10.45		27,199.48
115	841	Walton	S. of Pt. Washington—Horseshoe Bayou		6.14		38,252.40
115	844-A	Okaloosa	Walton Co. Line—East Pass		7.10		1,700.00
115	844-C	Escambia	East Pass—Camp Walton		5.63		1,798.00
Total					147.72	\$	678,912.34

Florida Highways

Road No.	Project No.	County	From	To	Length		Allocation
					Feet	Miles	
CONTRACTS COMPLETE—FINAL ESTIMATE DUE							
1	862	Duval	Jacksonville Viaduct	1,420.0		\$ 15,000.00	
2	53-A	Lake	Leesburg—Dead River		7.10	308.49	
2	53-C	Lake	Dead River—Dora Canal		2.85	533.22	
3	421	Nassau	St. Mary's River Bridge	560.0		819.09	
4	48	St. Johns	St. Augustine—Pellicer's Creek		15.39	788.93	
4	49	Flagler	Pellicer's Creek—Bunnell		13.81	1,003.86	
4	683-A	Palm Beach	West Palm Beach—Delray		8.04	58,948.80	
5	589	Lee	Bridges	313.0		853.73	
10	592	Franklin	Gulf County Line—Apalachicola		7.89	16,057.55	
14	50-C	Putnam	Interlachen—Alachua County Line.....		10.03	15,466.60	
17	732	Polk	Lakeland—Auburndale		9.47	13,082.68	
25	806-A	Hendry	Palm Beach County Line—West		11.00	9,669.31	
27	669-Y	Collier	Naples—Three Miles North		3.00	8,995.71	
27	669-Y	Collier	Naples—Lee County Line		13.55	17,690.94	
28	717	Bradford	Starke—Clay County Line		10.93	9,317.71	
43	722	Jefferson	Lloyds—Wacissa		8.83	12,156.21	
50	624	Hamilton	Jasper—Suwannee River		6.47	3,785.30	
54	815	Okaloosa	Crestview—Valparaiso		13.53	2,644.51	
Total				2,293.0	141.89	\$ 186,621.64	

UNCOMPLETED ITEMS FROM 1929 BUDGET

Roads Graded Ready for Paving

2	74	Orange	Plymouth—Orlando			15.30	\$ 425,000.00
4	63-C	Broward	Hillsborough River—Ft. Lauderdale			13.25	470,941.54
14	750	Gilchrist	Trenton—Newberry			12.97	199,000.00
17	73-A	Polk	Lakeland—Auburndale			8.90	238,283.19
17	73-C	Polk	Auburndale—Haines City			11.22	246,000.00
19	698	Leon	Tallahassee—Jefferson County Line			12.45	311,250.00
19	745	Taylor	Madison County Line—Perry			15.95	181,038.45
24	62-A	Osceola	Station 113-00—Project 62-C			11.09	243,316.21
24	62-D	Osceola	Holopaw—Brevard County Line			12.66	230,000.00
Total						113.79	\$ 2,544,829.39

PROJECTS ON FIRST PREFERENTIAL LIST TO BE CONSTRUCTED

2	53-D	Lake	Tavares—Mt. Dora			4.50	\$ 60,000.00
2	757-B	Polk	Bridges		117.0		15,234.78
2	758-B	Polk	Bridges		436.0		59,267.06
3	721-B	Putnam	Approaches to Rice Creek Bridge				6,000.00
3	57	Nassau-Duval	Nassau Swamp			3.50	100,000.00
4	60	Flagler-Volusia	Dupont—Rose Bay			21.28	150,000.00
4	608	Brevard	Eau Gallie—Concrete Paving			2.00	20,000.00
4	71	Brevard	Crane Creek Bridge		125.0		75,000.00
4	69	St. Johns	San Sebastian Bridge		480.0		125,000.00
4		Duval	South Jacksonville—Bayard			12.00	73,500.00
4	63-B	Broward	Approaches to Bridges				10,000.00
4	68-A	P. Beach-Broward	Approaches to Bridges				12,000.00
5	615-B	Sarasota	Myakka River Bridge		465.0		120,000.00
5	65	Hillsborough	Approaches to Alafia				8,000.00
5	835	Marion-Citrus	Approaches to Withlacoochee				2,907.00
5	589-A	Lee	Approaches to Caloosahatchee			2.00	35,000.00
5	70	Charlotte	Approaches to Peace River Bridge			4.50	80,000.00
17	73-B	Polk	Bridges		305.0		43,984.84
25	805	Hendry	LaBelle—Lee County Line			9.42	94,000.00
27	669-Y	Collier	Gordon River Bridge		350.0		90,000.00
28	72	Putnam-Flagler	San Mateo—Bunnell		385.0	23.76	190,400.00
50	67	Hamilton-Suwannee	Suwannee River Bridge		450.0		90,000.00
Total					3,113.0	82.96	\$ 1,460,293.68

PROJECTS ON SECOND PREFERENTIAL LIST TO BE CONSTRUCTED

5-A	587-719	Columbia-Suwannee	Approach to Itchtucknee Bridge				\$ 10,529.70
10	787-B	Washington-Walton	Choctawhatchee Bridge		2,500.0		100,000.00
15	794	Hernando	Citrus Co. Line—Pasco Co. Line			20.00	60,000.00
28	715-B	Union-Bradford	New River Bridge		1,200.0		75,000.00
Total					3,700.0	20.00	\$ 245,529.70

NEW ITEMS IN 1930 BUDGET

Roads Graded Ready for Paving

3		Duval	Jacksonville City Limits—Airport			2.50	50,000.00
10	688	Bay	West Bay Bridge—Gulf of Mexico			9.31	\$ 131,000.00
10	802-A	Okaloosa	Niceville—Walton County Line			7.76	99,000.00
13	677-B	Levy	Bronson—Ellzey			11.58	162,500.00
20	500-B	Bay	Bayou George—Nixon			12.75	127,500.00
20	500-C	Bay	Nixon—Jackson County Line			12.18	121,800.00
20	515	Jackson	Bay County Line—End of Paving			4.50	50,700.00
23		Sumter	Coleman—Webster			9.00	108,000.00
25	806-A	Hendry	Palm Beach Co. Line—West			11.00	220,000.00
25	806-C	Hendry	Project 806-A—Station 1161+60			11.00	220,000.00
25	806-D	Hendry	Project 806-C—LaBelle			12.69	253,800.00
28	706-B	Putnam	Florahome—Palatka			14.91	186,375.00

Road No.	Project No.	County	From	To	Length		Allocation
					Feet	Miles	
NEW ITEMS IN 1930 BUDGET—(Continued)							
Roads Graded Ready for Paving							
28	713	Columbia	Watertown—Union County Line		10.00	126,250.00	
28	714	Union	Columbia County Line—Lake Butler		10.20	125,000.00	
35	623	Madison	Greenville—Taylor County Line		12.13	150,000.00	
47	785	St. Johns	Julington Creek—South		6.00	72,000.00	
47	727	St. Johns	Spuds—Towards Tocoi		6.00	72,000.00	
Total					163.51	\$ 2,275,925.00	
PROJECTS ON FIRST PREFERENTIAL LIST TO BE CONSTRUCTED							
1		Duval	Baldwin—Jacksonville		18.00	\$ 450,000.00	
2	757	Polk	Bartow—Ft. Meade		10.26	130,000.00	
2	758	Polk	Ft. Meade—Bowling Green		9.89	120,000.00	
3		Putnam	Dunn's Creek Bridge	370.0		120,321.00	
4	654	Broward	Dania—Dade County Line		6.04	150,000.00	
4-A		Dade	Miami—Florida City		30.00	706,000.00	
5	868	Levy	Alachua Co. Line—Marion Co. Line		19.61	115,000.00	
5	511	Hillsborough	Pasco Co. Line—Sulphur Springs		11.00	275,000.00	
5		Hillsborough	Road No. 17—Six-Mile Creek		2.50	50,000.00	
Total					370.0	107.30 \$ 2,116,321.00	
PROJECTS ON SECOND PREFERENTIAL LIST TO BE CONSTRUCTED							
5-A	535	Lafayette	Mayo—Taylor County Line		13.20	\$ 165,000.00	
15		Hernando	Brooksville—Wekiwachee Springs		15.00	75,000.00	
15		Citrus	Hernando Co. Line—Withlacoochee River....		20.00	75,000.00	
Total					48.20	\$ 315,000.00	
PROJECTS ON THIRD PREFERENTIAL LIST TO BE CONSTRUCTED							
19	779-830	Liberty	Ocklocknee River—Bristol		25.00	\$ 25,000.00	
3		Sumter-Pasco	Bushnell—Dade City		10.00	75,000.00	
Total					35.00	\$ 100,000.00	
PROJECTS MADE MANDATORY BY LAW							
29	869	Glades	Kissimmee River—Indian Prairie Canal.....		8.50	\$ 312,500.00	
78	876	Duval-St. Johns	Jacksonville Beach—St. Augustine		20.00	375,456.00	
0		Jackson	Road No. 1—Industrial School		2.00	25,000.00	
0		Gadsden	Chattahoochee—River Junction		2.00	25,000.00	
11	708	Jefferson	Georgia Line—Monticello		7.98	119,700.00	
11	720	Jefferson	Monticello—Capps		9.64	134,600.00	
Total					50.12	\$ 992,256.00	
PROJECTS AUTHORIZED BY LAW							
0		Leon	S. A. L. Depot—Road No. 10, via A. & M.....		1.50	\$ 25,000.00	
44	808-809	Brevard-Volusia	Mims—St. Johns River		12.41	50,000.00	
48	801	Bradford	Starke—Raiford		11.0	165,000.00	
Total					24.91	\$ 240,000.00	
PROJECTS FINANCED WHOLLY BY COUNTY FUNDS							
53	857	Santa Rosa	Road No. 10—Town Point.....		19.10	\$ 95,000.00	
Total					19.10	\$ 95,000.00	

MINUTES APPROVED

On motion of Mr. Shands, seconded by Mr. Perkins, the following resolution was adopted:

BE IT RESOLVED, That formal reading of the minutes of the quarterly session held in January be dispensed with and that said minutes be and they are hereby approved.

MEMBERS' EXPENSE ACCOUNTS APPROVED

On motion of Mr. Bentley, seconded by Mr. Martin, the members' expense accounts were approved as follows:

Robert W. Bentley	\$ 41.60
Robert W. Bentley	50.37
William A. Shands	55.25
William A. Shands	25.24
Ernest R. Graham	\$111.52

Mr. Graham offered a resolution that the Department now adjourn to meet at Orlando March 26, which said motion was seconded by Mr. Shands but failed of adoption.

AERIAL SURVEY

Mr. Geo. W. Smith, Jr., representing the Fairchild Aerial Survey Company, appeared before the Depart-

ment and stated that he would like to present a proposal to make and furnish aerial maps for use by the Department in its work. Mr. Smith was requested by the State Highway Engineer to furnish him with more accurate data on the subject.

On motion of Mr. Martin, seconded by Mr. Shands, the Department stood adjourned.

HARVEY HALL NOW A MEMBER OF FACULTY OF UNIVERSITY OF FLORIDA

Harvey A. Hall, for thirteen years testing engineer for the State Road Department, has been made instructor in engineering in the University of Florida, his alma mater, according to announcement made recently by Prof. P. L. Reed, head of the university's Department of Engineering.

Mr. Hall, who holds the degrees of B.S.C.E., '16, and C.E., '20, from the university, served the Department continuously from 1916 to 1929, except during a two-year leave of absence during the world war. He has many friends, not only in Florida, but throughout the South who will learn with much interest of his new connection.

Federal Aid for Roads

Why Past Accomplishment Urges Its Continuance

By THOMAS R. AGG, Professor of Highway Engineering, Iowa State College, Ames, Iowa

What has federal aid for road building accomplished? How far should it continue? The author's answer to these questions is that federal aid has accomplished great things, and that its powerful influence on road building is needed as much as ever. It should be continued not because the money pays for such a vast mileage of improved road, but because it assures high standards of administration and engineering and efficient financing. Federal aid does not translate into many physical miles of road, but it does translate into an impelling force for systematic financing, careful budgeting, and good construction and maintenance. Contemplated by itself, the total of federal aid is large—\$840,000,000 since 1916—but it is less than one year's expenditures on state roads by the 48 states. The prime value of Professor Agg's discussion lies in the proof that other values than money have come to the state as a result of aid from the federal government.

Thomas Radford Agg, professor of highway engineering in Iowa State College since 1913, was born in 1878 and was graduated from Iowa State College in 1905. He is consulting engineer of the Iowa Highway Commission and a close student of road economics.

FEDERAL aid for highways as it is now functioning was established as a definite national policy by an appropriation of \$75,000,000 made July 11, 1916, to be expended over a period of five years in the construction of roads in co-operation with the state in which the roads were located. The law provided that before any work was done in any state the legislature of that state must formally accept the provisions of the federal statute. The act also provided a basis of distribution of federal appropriation to the states and prescribed a method of administration.

Inasmuch as the first road inquiries, which were authorized in 1893, had in view the betterment of agricultural conditions in the nation, it was quite natural that the appropriations should be made to the Department of Agriculture. Once the Office of Public Roads was established in that department and so long as it continued to function satisfactorily there was no reason to transfer it to another department. As the years have passed, the old Office of Public Roads has become the Bureau of Public Roads, with far-reaching responsibility and authority in connection with the federal-aid system of highways.

In the period following the act of 1916, the Bureau of Public Roads had to readjust its organization and policies entirely in order to meet its new responsibilities. Fortunately it was able to command able leadership and to meet the new situation in a broad and statesmanlike manner. In spite of the limitations imposed upon it by a multiplicity of laws, fiscal regulations and official red tape, it has managed to assume and maintain leadership in the field of highway administration; this despite the inadequate salaries it has been able to offer to its personnel during most of the period of its existence.

Basis of Allotment

The basis of allotment of federal aid to the state has not changed greatly since the first act was passed. In 1929 the allotment of one-third of each year's appropriation was based on the ratio of the area of a state to the total area of the United States, one-third was allotted on the basis of the ratio of the population of a state to the total population of the United States, and one-third was allotted on the basis of the mileage of star and rural delivery mail routes

in the state to the total of such routes in the United States.

It was further provided that the federal government should not pay to exceed one-half the cost of any road and in no case to exceed \$15,000 per mile. An exception to this distribution is made in those states in which there is a large amount of public land that does not contribute in state taxes but must be traversed by the main roads. In these states a special allotment scheme has been devised to enable them to make progress.

The Fiscal Picture

Statistics are dry reading, but the following summary of the physical accomplishments under federal aid is illuminating and suggestive:

Total appropriations for federal aid to Sept.

30, 1929\$840,000,000

Total miles of completed road upon which federal aid has been applied 79,494

Estimated total cost of federal-aid roads under construction\$256,740,729

Total miles of federal-aid road under construction or covered by definite project agreements 12,479

Balance available for allocation to projects\$36,031,807

Other Accomplishments

While the statistical summary indicates the tangible results of the operation of federal aid, there are other accomplishments of far-reaching importance that have resulted directly from federal aid. These by-products should be taken into account in any evaluation of the influence of federal aid for highways.

Establishment of United States Highways—For several years prior to 1925 there had been a growing need to devise some means of insuring that the federal-aid roads that were being built in scattered units all over the country would finally connect up into a real national system. There was no way to accomplish this except through the voluntary co-operation of all the states. Fortunately, most of the state highway departments recognized the situation and favored a move to bring about the desired result.

In 1925 there was appointed a joint committee composed of representatives of the states and the federal government, whose function it was to propose a system of national highways. After many months of effort such a system was proposed and approved by all concerned. As a result, there is rapidly developing a real system of national roads marked with the familiar shield and recognized by travelers as roads that may be expected to be well kept at all times.

The concentration of funds on these roads has insured their rapid improvement and has given the traveling public an impressive example of what can be accomplished by concentrated effort. The good will thus engendered has been an important factor in the continued popular support of state construction programs.

Engineering—At the beginning of federal aid some states had well-manned and competent highway departments, some had departments that were more or less lethargic, and many had none at all or at least none with any real authority. Under such conditions one could scarcely expect that standards of

construction would be alike in all the states, nor could one expect equal excellence of engineering work in all the states. Moreover, the highway departments were the victims of our political system, and might be doing excellent work one year and poor work the next because of changes in personnel brought about by the accidents of politics.

Since federal aid has been in effect, it has been necessary for each state that wishes to accept its share of federal aid to maintain certain standards of engineering and construction. Moreover, the Association of State Highway Officials has become a powerful influence in the highway field, and its committees have done splendid work in connection with the standardization of highway engineering. Without the common interest that has arisen because of federal aid, it is doubtful if the states would ever have found a common ground upon which to meet to discuss the problems of road construction.

Financial—While the actual financial contribution in the form of federal aid has been but a fraction of the sums expended for highways, it has meant many additional miles of road. The fact that the United States highways are the heavily traveled roads has tended to relieve the local units of government of the more expensive projects and therefore eased their financial problems somewhat. The knowledge that federal aid had to be met year after year has caused the states to adopt orderly methods of finance and real financial planning.

Research—The Bureau of Public Roads has for many years been engaged in highway research. Upon the advent of federal aid the bureau found itself confronted with many new problems and the need for considerably augmenting its research program. The state highway departments have also entered the research field, and many excellent projects have been completed and others are in progress. Some of these have been carried out by co-operation between the Bureau of Public Roads and state highway departments. In addition, the engineering experiment stations connected with the land-grant colleges have done yeoman service in the field of highway research, and have at this time many projects under way.

The latest report of the committee on research of the Association of State Highway Officials lists more than 350 projects now under way, being carried out either by highway departments or by highway departments and co-operating experiment stations. While not all of these projects are of national importance, there are in the list many of great general interest.

The Highway Research Board developed out of a need to stimulate and correlate research work in this field and after several years of floundering in an attempt to find its place in the scheme of things (during which time it gathered together much valuable data, however) is now finding itself and bids fair to become an important factor in the highway research field.

Recently the American Road Builders Association has undertaken some research projects, and since it has funds at its disposal it may be able to contribute to the store of information on highway problems, particularly those relating to equipment and construction methods.

It has come to be recognized that scientific research is fundamental to progress in any field, and the fact that so great an interest in highway research has followed the adoption of federal aid is a hopeful sign. It may be predicted that continued progress in the

art of road building is assured so long as the interest and participation in research continues.

In general, knowledge is being advanced and very much of the credit is due to the labors of the Bureau of Public Roads in its efforts along educational lines and in the administration of federal aid, and to the painstaking efforts of the better organized highway departments.

What of the Future?

Federal aid for highways should continue because of its stabilizing influence on highway administration, and this is recognized quite generally by all who have come into contact with its operation. What is more important still, it should continue for financial reasons and at a greatly increased annual rate. To a great extent the taxes that build up federal funds are obtained from sources that reflect quite accurately the condition of business throughout the nation. One factor in stimulating business is good transportation, of which the highways form a link.

It now appears that exclusive express highways of special design to permit uninterrupted fast traffic are needed in certain areas. These should be laid out with a view to future connections with similar highways as the need arises. The projects are too vast and too complicated for state financing, and there should be special Congressional appropriations in aid of these projects in addition to the increased federal aid for the already established United State highways.

We have only made a good beginning on the highway problem in the United States. The work must go along at an accelerated pace for years to come, and the great stabilizing and correlating factor in the problem is federal aid. Without detracting in the least from the splendid work the states are doing, it is only fair to admit that the whole program of highway construction in the United States is interwoven with policies, standards and financial considerations that are the outgrowth of federal aid.—Engineering News Record.

SMOOTH HIGHWAYS

The Asheville, N. C., Citizen says that Florida has regained its premiership as a winter playground. The newspaper gives better service and highways credit for increased tourist crowds last year, saying: "All the advices from Florida are that this is perhaps the biggest tourist season the State has known. Florida people were expecting a good season last winter and they had it. They were not so sure whether they would have as good season this winter. They have been pleasantly surprised. The movement on the highways leading to Florida is one of the factors which has led to the great increase in the number of visitors. Florida, of course, has had splendid train service from the North and West for years. With this train service continued and improved and with several first-class hard-surfaced highways now open from Florida to the centers of population the State has completely regained its premiership as a winter playground."

Build smooth, broad highways and men and women will travel them. If there are no destinations in mind, they will create them. Railroad builders sent their rumbling trains through the mountains of the Northwest and created cities. Florida, a few years ago inaccessible, had no visitors. Today, roads lead from everywhere into this State and are being used every year by increasing thousands.—Ft. Lauderdale News.



Proj. 26, Road 2—Columbia County Eighteen-foot Concrete Road between Lake City and White Springs.

Plea for Better Engineering on Secondary Roads

As Expressed by Thomas H. MACDONALD, Chief U. S. Public Roads Bureau

IN summing up the road situation as it stands today, particularly with reference to the need for improvement on secondary roads, Thomas H. MacDonald, chief of the U. S. Public Roads Bureau, took the view in a radio talk recently that the need for money is not so pressing as the need for greater efficiency in county and township road construction, otherwise termed as farm-to-market roads.

Said he: "When people speak of farm-to-market roads, I often wonder just what kind of roads they mean, and what other kinds of roads there may be that are not properly to be described as farm-to-market roads. It puzzles me a little, because I have always thought of all our rural roads as farm-to-market roads; and the more I study the character of highway traffic the more I am convinced that that is right.

"To be sure, there are some roads that serve not much traffic except that which originates on the farms; and some that carry, in addition to the farm traffic, a heavy inter-city movement of vehicles. There are some whose total traffic, without regard to character, is light; and others that carry a tremendous traffic; and, by and large, it has been my observation that the city roads are likely to serve also the heaviest farm traffic, and are, therefore, the most important farm-to-market roads.

"Certainly, it is true that the farmers' markets—for buying as well as selling—are in the cities; and

the bigger the city the better the market. So I think the principal distinction to be drawn between roads is one rather of importance than of kind. And, when my friends tell me that 'really, we shall have to do something about the farm-to-market roads,' I conclude that what they actually mean is that it is time now to be doing something more effective for the improvement of the less important roads, the local or secondary roads as they are called. And so it is.

"It is time to extend to the secondary or local roads some more effective improvement, and I am sure the time has arrived when that more effective improvement will be extended. It not only will be done; it is being done, and the process is already well advanced. There are very definite reasons why progress in the improvement of the secondary roads under the supervision of the local authorities has been slow in the past.

"First, there has been a lack of order and plan in the efforts of the local authorities, and their organization and equipment for the work have been seriously deficient. I wonder how many people realize that nearly half of the 3,000-odd counties in the United States are trying to build roads without any engineering direction whatever, and with none but the most primitive road-building equipment? That is a fact; and it is also a fact that, of those counties that do have at least the most essential equipment

and the basis of an engineering organization, not more than half again are really adequately equipped and organized to handle the difficult task of building roads for modern traffic.

"Thus poorly equipped, these counties have been trying, year after year, to improve all of their local roads, spreading their slender revenues over a mileage so great that the slight benefits of each year's work has been lost by the time next year rolled 'round. That is one of the reasons why progress in the improvement of the local roads has not kept pace with the more orderly improvement of the main roads by the State and Federal governments.

"But a movement is under way, and already well advanced, the effects of which will soon be evident in a very material improvement of the condition of the local roads. That movement is the steady enlargement of the systems of State and Federal aid roads, which in recent years has been taking place more rapidly than most people realize.

"In the selection of the roads that make up these systems, the Federal and State governments have wisely avoided the mistake of the county and township authorities. They have limited the extent of the systems to the mileage that could be improved as a whole in a reasonable length of time. The roads chosen have been the most important roads; and together they form a connected network that covers the entire country.

"The Federal law limited the size of the Federal aid system to seven per cent of the total mileage of roads with the definite purpose of preventing the wasteful scattering of the national appropriations; but it provided that when this limited mileage had been improved, other roads could be added. In three states, the mileage selected under the original seven per cent limitation has already been improved and the size of the system has been increased by adding other roads; and a similar extension will soon be possible in a number of other states.

"In a similar manner and for the same reason, the states have limited the initial mileage of their state systems. But they, also, have found it possible from time to time to add to the extent of these systems. Between 1921 and 1928 they took over from the counties more than a hundred thousand miles, and there is no doubt that they will continue to take over additional mileage as rapidly as that already taken is improved.

"This process of gradually increasing the size of the Federal aid and State highway system is having two effects. First, it brings under the control of the well equipped Federal and State highway departments mile after mile of more important county roads and insures that they will be improved as their importance demands.

"Second, the roads taken over, being the more heavily traveled of county highways, are those which have required the largest expenditure. Relieved of them the counties are able, without increase of local taxes, to expend a larger sum per mile on the remaining mileage and so effect a more lasting improvement.

"This, then, is one way in which Federal and State improvement of the principal highways—all of them farm-to-market roads—is brightening the prospect for more rapid local road improvement. There is another result of this orderly development that works in the same direction. The improvement of the main roads alone has made possible the great

increase in number of motor vehicles in use. The high class of service afforded to these motor vehicles by the improved main roads has made the owners of the vehicles willing and able to pay ever increasing sums for road construction and maintenance.

"Between 1921 and 1928, the amount of this payment by the owners of motor vehicles increased from \$164,000,000 to \$627,000,000. The portion of these increasing funds that has gone into the state treasuries has provided the means for taking over from the counties an increasing mileage of the more heavily traveled local roads, that have been the counties' greatest burdens. But while the local governments have thus profited indirectly, they have also shared directly in these increased earnings of the main roads, for the share of the motor vehicle taxes paid directly to the counties has increased from \$22,000,000 in 1921 to \$104,000,000 in 1928.

"The fact that the motor vehicle owners, as a class, are the most willing of tax payers means that they feel that they are more than repaid by the road service they receive in return, and this return and consequent willing tax payment are primarily the result of the improvement of the main roads.

"This is the result of the wise policy of selecting for first improvement the most important roads. The improvement of these roads has earned a surplus above their cost of maintenance, which surplus it has been possible to use for the improvement of other roads in the order of their importance. Only by the orderly process that has been followed could this result have been achieved, and it is only by the extension of this same process that the roads of lesser importance can be progressively and adequately improved without laying an increasing tax burden upon real property and particularly upon farm property."

Vanishing Magnets

Now that skirts are getting longer, many men are afraid their eyes are on their last legs.—Life.

Judge: Guilty or not?

Yegg: Not what?—Reserve Red Cat.

What Tex Rickard Missed

Mrs. Longworth and Mrs. Gann are still at it. Maybe we're a little violent-minded, but we'd kind of like to see those two girls get together some time at a bargain-counter.—Life.

Give Him His Diploma

Medical Professor—"What would you do in the case of a person eating poisonous mushrooms?"

Student—"Recommend a change of diet."—Watchman-Examiner (Baptist).

"Gee, this is an old chicken."

"How can you tell?"

"By the teeth."

"But chickens don't have teeth."

"No, but I have."—Boston Beanpot.

Scalps at Her Belt

Clara—"You may not believe it, but I said 'No' to seven different men during the summer."

Maude—"Oh, I don't doubt it. What were they selling?"—Stray Stories.

Status of Construction

THROUGH DECEMBER 31ST, 1929.

Proj. No.	Contractor	Road No.	County	Total Length Miles	Clearing Miles	Grading Miles	Base Miles	Surface Miles	Type	Per cent Complete
62-A	L. B. McLeod Const. Co.	24	Osceola	1.10	.....	.....	1.00	0.00	S.T.R.B.	60.00
62-C	L. B. McLeod Const. Co.	24	Osceola	12.09	.....	.....	0.00	0.00	S.T.R.B.	0.00
63-A	Morgan-Hill Paving Co.	4	Palm Beach	9.21	.....	.....	.....	0.00	Concrete	0.00
64-A	H. E. Wolfe Const. Co., Inc.	17	Hillsborough	9.61	.....	.....	.....	1.00	Concrete	12.00
64-C	H. E. Wolfe Const. Co., Inc.	17	Hillsborough	9.61	.....	.....	.....	9.61	Concrete	93.00
518	Broadbent Const. Co.	5-A	Lafayette	17.57	.....	.....	17.57	17.57	S.T.R.B.	95.00
644-C	L. B. McLeod Const. Co.	10	Wakulla	5.05	.....	.....	5.05	5.05	S.T.R.B.	100.00
669-Y	State Convict Forces	27	Collier	10.55	.....	.....	3.00	0.00	S.T.R.B.	15.00
695	Manly Const. Co.	2	Lake	6.18	.....	.....	6.18	6.18	S.T.R.B.	95.00
706-A	T. B. Gillespie, Inc.	28	Clay-Putnam	10.83	.....	.....	3.00	0.00	S.T.R.B.	25.00
707	Leon County Forces	43	Leon	5.31	5.31	5.31	.....	.....	Graded	100.00
715	L. M. Gray	28	Union	5.27	.....	.....	5.27	5.27	S.T.R.B.	99.00
716	Duval Engr. & Contr. Co.	28	Bradford	11.21	.....	.....	11.21	11.21	S.T.R.B.	100.00
717	Manly Const. Co.	28	Bradford	10.93	.....	.....	10.93	10.93	S.T.R.B.	99.00
726	State Convict Forces	19	Dixie	12.59	.....	.....	12.59	12.59	S.T.R.B.	100.00
728	Robert G. Lassiter & Co.	10	Leon	11.76	.....	.....	.....	11.65	Concrete	95.00
742	L. B. McLeod Const. Co.	13	Alachua	7.65	.....	.....	7.65	1.91	S.T.R.B.	80.00
749	L. B. McLeod Const. Co.	14	Gilchrist	7.81	.....	.....	7.81	7.81	S.T.R.B.	100.00
750	State Convict Forces	14	Gilchrist	12.97	12.97	12.97	.....	.....	Graded	98.80
752	W. J. Bryson Paving Co.	40	Walton	8.72	8.72	8.72	.....	4.01	Sand Clay	81.67
755	B. Booth	17	Polk	11.22	11.22	11.05	.....	.....	Graded	99.00
756	State Convict Forces	19	Marion	11.89	.....	.....	1.50	0.00	S.T.R.B.	8.00
766	State Convict Forces	10	Bay	8.74	8.74	8.00	.....	.....	Graded	83.00
787	State Convict Forces	10	Walton	16.29	11.39	6.67	.....	.....	Graded	30.80
788	W. J. Bryson Paving Co.	10	Walton	17.50	15.05	11.37	.....	.....	Graded	70.50
798	State Convict Forces	13	Nassau	15.03	7.50	6.12	.....	.....	Graded	43.50
802-A	C. C. Hayes	10	Okaloosa	8.68	8.68	8.68	.....	.....	Graded	100.00
802-C	Curry & Turner	10	Okaloosa	10.24	10.24	10.24	.....	.....	Graded	100.00
803	Collins Const. Co.	10	Okaloosa	11.13	11.13	11.13	.....	.....	Graded	100.00
806-A	R. C. Huffman Const. Co.	25	Hendry	11.00	11.00	11.00	.....	.....	Graded	100.00
806-C	R. B. Stewart	25	Hendry	11.00	11.00	10.45	.....	.....	Graded	94.00
806-D	R. C. Huffman Const. Co.	25	Hendry	12.76	12.13	8.30	.....	.....	Graded	71.00
815	G. W. Byrd	54	Okaloosa	13.58	.....	.....	.....	13.58	Sand Clay	100.00
820	H. D. Spangler & Co.	96	Jefferson	9.38	5.63	1.40	.....	.....	Graded	25.00
821	H. D. Spangler & Co.	96	Jefferson	5.18	4.92	3.62	.....	.....	Graded	71.00
832	State Convict Forces	10	Santa Rosa	16.01	6.20	3.60	.....	.....	Graded	15.00
833	State Convict Forces	10	Santa Rosa	8.02	6.50	.75	.....	.....	Graded	9.00
840	State Convict Forces	115	Walton	10.45	9.78	7.50	.....	.....	Graded	68.00
841	State Convict Forces	115	Walton	6.44	1.61	.64	.....	.....	Graded	11.50
842	W. J. Bryson Paving Co.	115	Walton	10.15	10.15	8.42	.....	.....	Graded	80.00
845	State Convict Forces	19	Taylor	8.57	8.57	8.00	.....	.....	Graded	82.00
846	State Convict Forces	19	Taylor	11.00	6.00	3.50	.....	.....	Graded	45.00
854	G. W. Byrd	60	Walton	9.81	9.81	6.21	.....	0.00	Sand Clay	53.00
855	C. C. Moore Const. Co.	60	Walton	9.93	9.33	9.33	.....	7.33	Sand Clay	85.00
863	L. M. Gray	56	Columbia	1.48	1.48	1.48	1.48	1.48	S.T.R.B.	100.00
870	S. J. Groves & Sons	143	Palm Beach	10.83	0.00	0.00	0.00	0.00	S.T.R.B.	0.00
876	State Convict Forces	78	Duval-St. Johns	20.00	1.00	.50	0.00	0.00	S.T.R.B.	3.00
Total complete December 31st, 1929					2,963.74	2,918.86	1,537.73	2,351.42		
Complete month of December					10.67	10.25	8.53	73.08		
Total complete November 30, 1929					2,953.07	2,908.61	1,529.20	2,278.34		

TOTAL MILEAGE COMPLETE

	Concrete	Brick	B. C.	S. A.	B. M.	Asph. Block	S.T.R.B.	S.T.S.C.	S.C.	Marl	Total
Complete to Nov. 30th, 1929	328.12	17.13	39.75	114.75	109.57	23.70	1,262.43	*290.54	193.20	27.58	2,406.77
Complete month of December	6.69						18.50		3.82		29.01
Complete to December 31, 1929	334.81	17.13	39.75	114.75	109.57	23.70	1,280.93	290.54	197.02	27.58	2,435.78

* The total miles of this type corrected to December 31st, 1929.

New Goal Set for Road Work

Highway Engineering Activities for 1930 Shifting to the Field

By JAMES W. BROOKS, Director American Highway Educational Bureau, Washington, D. C.

THE opening of the 1930 road construction is near at hand. Within a few weeks, State highway departments will be transferring the center of their activities to the field, where it is hoped that new mileage records for the year will be achieved.

With the new start being made in the modernization of American highways, as marked by an increase in Federal aid now pending in congress, it will not be amiss to take stock, as it were, as to where the road improvement project stands at the opening of the new construction season.

According to public roads bureau records, the Federal aid system, as designated to June 30, 1929, includes 188,857.2 miles of main interstate and inter-county highways. As the records show, approximately 79,000 miles of the system have been initially improved thus far with Federal aid. While these improvements have been under way with Federal aid, the states have been improving other sections without assistance from the Federal government and their independent work has equalled and perhaps exceeded in volume the work done in cooperation with the government. A portion of the system was already improved when it was originally designated in 1921. Of the amount of this original improvement and the amount subsequently effected by the independent operations of the states, there is no exact record, but a log of the physical condition of the system compiled after inspection of the entire mileage shows that nearly 90 per cent of the system has now been improved to some degree, at least by adequate grading and drainage.

Prior to the passage of the Federal highway act in 1921, the law permitted the expenditure of Fed-

eral aid upon any road used for the transportation of the United States mails. Although the bureau had requested the states to confine the use of the Federal grants to the improvement of the more important roads, there was no legal means of compelling such a limitation, and some of the money was expended for the improvement of sections of road which were not of sufficient importance to be included in the Federal aid system when it was designated.

In accordance with the provisions of the Federal law, the states in which such sections existed have since been required to maintain these as well as all other roads constructed in part with Federal aid. None of these sections of road is of sufficient importance to be properly a concern of the Federal government, and many of them do not justify the attention of the state highway departments. They are actually of local importance and should revert to the jurisdiction of the local authorities.

In recognition of this fact, there has been begun a process of abandonment by which in a short time all such roads and sections of roads not now included in the Federal aid system or not likely to be included by any future extension will be dropped from the records of roads built with Federal aid, and the states will be relieved of the responsibility for their future maintenance.

The Federal aid allotted to the construction of these roads is being charged to other projects currently proposed at the time of abandonment. Thus, in effect—although no actual transfer of funds is required—the states reimburse the Federal government in the amount of its expenditures upon the roads to be abandoned, and the restored funds are immediately allotted to other projects.

Fighting Mother Earth

Broker—"I put a friend of mine on his feet three times in the last five years."

Jones—"Oh, that's nothing! I put a friend of mine on his feet fourteen times last night."—New Bedford Standard.

Filial Ingratitude

"Hello, Jim, I haven't seen you for ten years. How's things?"

"Not so good."

"How's that? The last time we met you were drawing down ten thousand a month for your child wonder. What's happened?"

"He grew up on me."—Louisville Courier-Journal.

Too Much Temperament

Mother—"Why did you strike your little sister?"

Young Bobby—"Well, we were playing Adam and Eve, and instead of tempting me with the apple, she ate it herself."—Vancouver Province.

Excuse It, Please

"Imagine my embarrassment," said Dumb Dora, "when, according to my custom, I looked under the bed before retiring. I had forgotten that I was in an upper berth."—U. P. Magazine.

Driving With a Loose Rein

"I've decided on a name for the baby," said the young mother. "I shall call her Euphrosyne."

Her husband did not care for the selection, but being a tactful fellow, he was far too wise to declare his objection.

"Splendid," he said cheerfully. "The first girl I ever loved was called Euphrosyne, and the name will revive pleasant memories."

There was a brief period of silence, then: "We'll call her Elizabeth, after my mother," said the young wife firmly.—Boston Transcript.

Might Try Rivets

When first we heard of the permanent wave,

We hoped that it might haste

The dawn of the day when a woman would have

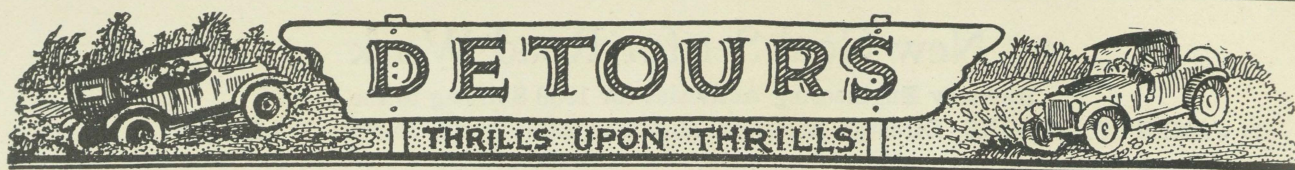
Also a permanent waist.—Buffalo Evening News.

Get-Rich-Quick Disciple

Financier's son—"Mother, I have an idea."

Mother—"Well?"

Son—"Lend me ten shillings, but only give me five, and then I shall owe you five and you will owe me five and so we shall be quits."—Passing Show (London).



Mere Lotus Eater

"What do you do?"

"I keep house, scrub, scour, bake, wash dishes, cook, do the laundry, iron, sew."

And the census-taker listed her: "Housewife—no occupation."—Boston Transcript.

Might Burn It at Both Ends

Mother—"Tommy, wouldn't you like to have a pretty cake with five candles on it for your party?"

Tommy—"I think I'd rather have five cakes and one candle, mamma."—Paddington Mercury.

Universal Goat.

Caller—"Who's the responsible man here?"

Office Boy—"If you mean the fellow that always gets the blame, it's me."—Journal of Education.

The Needle, Watson!

Mother—"Tommy, the canary has disappeared."

Tommy—"That's funny. It was there just now when I tried to clean it with the vacuum-cleaner."—Passing Show.

Credit Established

"Just put it on my Bill," sobbed the young widow as she left a wreath at the crematory.—Everybody's Weekly (London).

There's No Escape

Lean men and clean men,
Wild men and mild men,
Wee men and he-men,
Numb men and dumb men,
Tailor men and sailor men,
Pinch hitters, steam fitters,
Golf players, man slayers,
Jobbers and robbers
Get married.

Tall girls and small girls,
Big girls and trig girls,
Neat girls and sweet girls,
Cash girls and rash girls,
Bad girls and sad girls,
Circus riders, home abiders,
Opera singers, hash slingers,
Crooks and cooks

Marry them.—London Opinion.

Bad News for Satan

The Vicar—"The collection this morning will be taken in aid of the Arch Fund and not as erroneously printed in the Parish Magazine in aid of the Arch Fiend."—The Bystander (London).

The red light is the place where you catch up with the driver who passed you at fifty miles an hour eight or nine blocks down the line.—Detroit News.

"League Council Takes Three Steps to Cement Peace." Concrete steps?"—Tampa Tribune.

Life Sentence

Klumseigh obtained a job as packer in a china warehouse. On the third day he smashed a big vase. On pay-day he was called into the manager's office and was told that half his wages would be deducted each week until the vase was paid for.

"How much was the vase worth?" he asked anxiously.

"About \$300," replied the manager.

"Hurrah!" shouted Klumseigh.

The manager stared. "Whatahell?"

"Well," said Klumseigh, "it looks as if I've got a steady job at last."—Brooklyn Eagle.

Racketeer of Tulips

"Caroline is false to the league," a girl growled at a strawberry festival.

"False? How so?" said a visitor from the city.

"Here we are," the girl explained, "selling kisses for charity, and Caroline is bootlegging them outside in the moonlight."—Springfield Union.

Health Hint

Old Hen—"Let me give you a piece of good advice."

Young Hen—"What is it?"

Old Hen—"An egg a day keeps the ax away."—Capper's Weekly.

First Come Best Served

An old darky was tending the coats upstairs in the governor's mansion. He noticed a prominent politician tumbling them over, looking under the bed and so on.

"Kin I help you, suh?"

"I can't find my new hat; paid ten dollars for it yesterday."

"Bless you, suh. All the new hats bin gone over an hour or mo'."—Boston Transcript.

Knows His Jane

"I'm introducing a brand-new invention—a combined talking machine and carpet-sweeper with a detachable tone arm that can be used as a letter opener," said the agent as the man of the house came to the door.

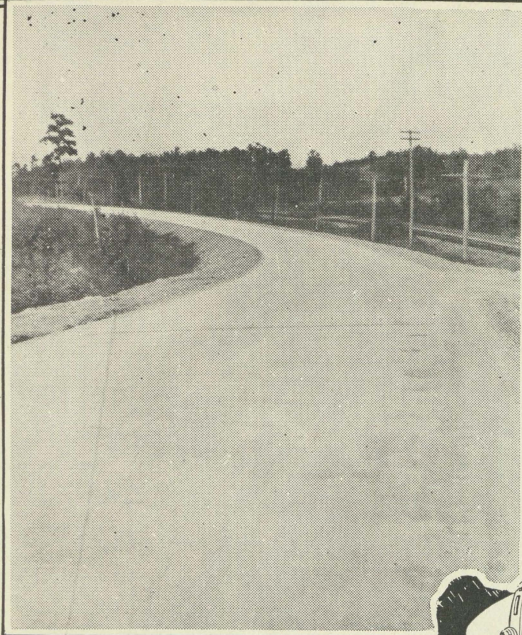
"Not interested," was the prompt reply. "I've got one already. I'm married."—Open Road.

Time for an Alibi

The justice of the peace in a town in Ohio, in pursuance of his duties, had to hear and judge cases that were brought before him, and also perform occasional marriage ceremonies. He found it difficult to dissociate the various functions of his office. Everything had gone smoothly until he had asked one bride: "Do you take this man to be your husband?" The bride nodded emphatically.

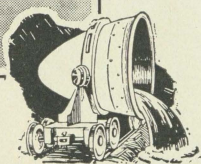
"And you," said the justice, turning to the bridegroom, "what have you to say in your own defense?"—Chicago News.

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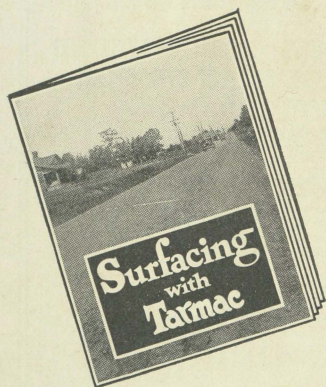
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